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NEWPORT HARBOR
and Lower
NARRAGANSETT BAY
Rhode Island
During the American Revolution

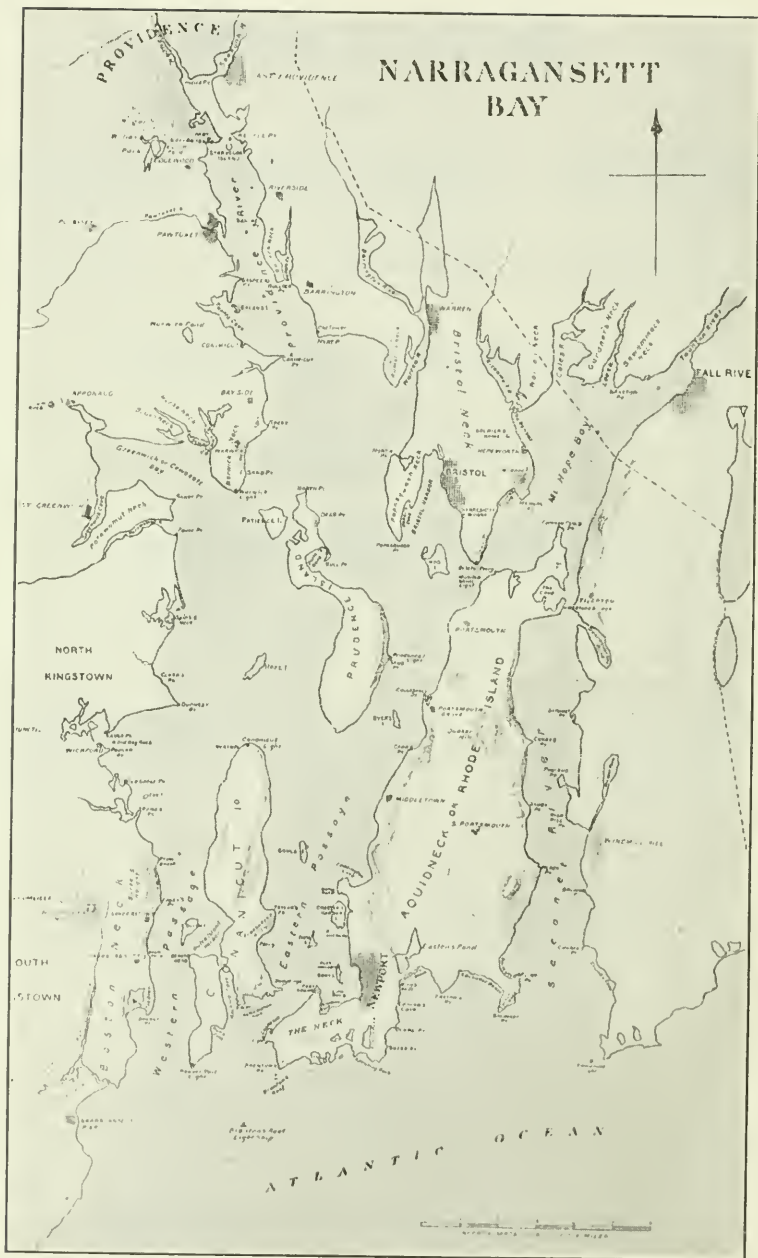
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A PAPER READ BEFORE THE SOCIETY
NOVEMBER 21, 1932

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BY
MRS. ELIZABETH COVELL

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NEWPORT HARBOR AND LOWER NARRAGANSETT BAY, RHODE ISLAND, DURING THE AMERICAN REVOLUTION

The following account is taken from the diary of Frederick Mackenzie, who was an officer of the British Army sent to America to put down the revolutionary measures of the British colonists south of Canada. He was with the army at Boston, Long Island, and Newport; not only this, he was actually in Newport during practically the whole of the British occupation. His diary is a record of the observations of a fair-minded officer who was a keen observer, and who gave thoughtful consideration to the events which were taking place before him, and recorded his private judgment as to the causes, progress, and likely results of the events which he recorded. He expresses frankly in this, his private journal, the thoughts which would perforce remain unuttered, as he could express them neither to brother officers, nor to men under him. It is interesting to see how closely present day history agrees with him in his judgments of men, measures, and currents of opinion then surrounding him.

The diary was published in two volumes by the Harvard University Press, and these excerpts from it are printed as an historical monograph by special permission of that organization. The Newport Historical Society wishes, thro the compiler, Mrs. Covell, to express its gratitude to the Editors of the Frederick Mackenzie diary, and to the President and Fellows of Harvard College who hold the copyright for permission to put into compact form those parts of the diary directly dealing with the events of the Revolution connected with Newport Harbor. The map in the frontispiece has been added for convenience: it was not a part of the original diary. The diary includes other maps of great local interest but as they were not directly connected with the events which took place in the lower bay and harbor they are not included in this monograph.

TYPES OF RIG USED ON BRITISH VESSELS NAMED

in the

FREDERICK MACKENZIE DIARY

Schooner.

A Schooner may have 2, 3, 4, 5 or 6 masts, but all of them are schooner or gaff rig—the two names are used interchangeably. Less than two masts is a sloop. A topsail schooner of two masts has a square sail on the *top* of the foremast.

Sloop

A moderately sized vessel, without deck, excepting the small cabin near the single mast.

Ship

Of the ships proper, so called, a full rigged ship has three masts (seldom more), all *square rigged*. A *Bark* and a *Barkentine* also have three masts; the *Bark* has *two* masts *square* rigged, and *one* schooner rigged: while the *Barkentine* has only the foremast square-rigged,—the other *two* are schooner rigged. The *Brig* has only *two* masts. The true *Brig* has *both* masts *square* rigged (with sometimes a small schooner rig sail as aid on the mizzenmast): the *Brigantine* has the *foremast* square-rigged, the *mizzenmast* schooner rigged, (altho there may be two small square sails on the top of the mizzenmast.)

(Mizzenmast means literally, the mast near the rudder: so that in two-masted vessels the masts are called foremast and mizzenmast; in three-masted vessels the masts are named foremast, mainmast, and mizzenmast.)

Frigate

A frigate is a three-masted *ship of war*, with all of the guns on *one* deck. Warships, however, were usually of two or three tiers of guns (see old illustrations). False gun

holes were often painted on ships of war, to simulate more guns than the vessel actually carried.

Snow.

"A snow is a vessel equipped with two masts resembling the foremast and mainmast of a true ship, and a *small* third mast just abaft and close to the mainmast, carrying a trysail. In rig a snow resembles a brig."

Galley.

"A long single or half-decked vessel of war, propelled primarily by oars or sweeps but also having masts for sails."

E. B. COVELL.

BRITISH VESSELS IN NEWPORT HARBOR

1776 to 1779

(List compiled from Mackenzie Diary.—E. C.)

1. The Buffalo (supply ship.)
2. The Swan.
3. The Tortoise.
4. The Grampus (on which Burgoyne sailed back to England.)
5. The Bristol.
6. The Brilliant (Frigate.)
7. The Apollo (Frigate.)
8. The Venus (Frigate.)
9. The Brune (Frigate.)
10. The Eagle.
11. The Dispatch (Sloop of war.)
12. The Neptune (Armed schooner.)
13. The Maidstone (Frigate.)
14. The Soleby (Frigate.)
15. The Sphynx.
16. The Swift (Sloop of war.)
17. The Cabot (Armed brig.)
18. The Ariel.
19. The Mermaid.

20. The Harcourt.
21. The Centurian.
22. The Thames.
23. The Royal George.
24. The Isis.
25. The Andromeda (Frigate.)
26. The Halifax (Armed schooner).
27. The Haerlem (Sloop.)
28. The Fanny.
29. The Fowey.
30. The Tryon.
31. The Trident.
32. The Preston.
33. The Cornwall.
34. The St. Albans.
35. The Ardent.
36. The Experiment.
37. The Phoenix.
38. The Roebuck.
39. The Richmond.
40. The Pearl.
41. The Nautilus.
42. The Vigilant.
43. The Princess Royal.
44. The Culloden.
45. The Galatea.
46. The Maria
47. The King George (English privateer.)
48. The Cerberus.
49. The Chatham.
50. The Syren (Frigate.)
51. The Kingsfisher (Sloop.)
52. The Lark (Frigate.)
53. The Diamond (Frigate.)
54. The Unicorn.
55. The Juno.
56. The Renown.
57. The Amazon.
58. The Orpheus.
59. The Fox.
60. The Rose.

61. The Lady Parker (later named 'The Pigot') (Schooner, later fitted as a galley.)
62. The Flora.
63. The Blaize Castle.
64. The Faulcon (Sloop of war.)
65. The Raisonable (one of the transports for Burgoyne's men.)
66. The Somerset.
67. The Nonsuch.
68. The Strambolo (Fire ship.)
69. The Corysford.
70. The Bedford.
71. The Grafton.
72. The Conqueror.
73. The Royal Oak.
74. The Fame.
75. The Sultan.
76. The Niger.
77. The Russell.
78. The Invincible.
79. The Monmouth.
80. The Greyhound.
81. The Grand Duke of Russia.
82. The Adventure.
83. The Senegal.
84. The Emerald (Frigate.)
85. The Lord Sandwich (Prison ship.)
86. The Alarm (Galley.)
87. The Spitfire (Galley.)
88. The Grand Turk (Transport ship, formerly an East Indiaman.)

[Vol. I. p. 68.]

The first record in the diary in which Mackenzie speaks of Newport, Rhode Island, is one which makes note of news which had appeared in the Newport Mercury of Sept. 30, 1776. Mackenzie was then with the British army on Long Island, but had obtained a copy of the Newport paper. The Mercury, one of the oldest newspapers in the Colonies, had been started by James Franklin, brother of Benjamin

Franklin; and, as Newport was then a town of much wealth and commercial importance, its newspaper was widely read. This issue of Sept. 1776 records that a conference had been held between Lord Howe and three members of the Congress of the then newly declared United States. Lord Howe stated that he could meet with them only as private citizens: to which their reply was that *they* could speak only as a *committee* from Congress. They agreed to listen; but as the offers of conciliation which Lord Howe presented were only of a general character and gave no hope of British recognition of the United States as an independent government, this meeting came to naught. The three members of Congress were Benjamin Franklin, John Adams and Edward Rutledge. After their report Congress resolved to enlist 88 Battalions to continue the effort to gain independence, and the British army began movements which the diary will now record.

[Vol. I. p. 72.]

“Preparations are making for the movement of a very considerable part of the army by water, as many of the transports have been getting ready, and some part of the heavy Artillery and other matters are put on board. It is not improbable that an attempt may be made upon Philadelphia. This is far from being impracticable. But it is generally supposed that the expedition is intended against Rhode Island or some considerable port or place to the Eastward. Most people think Rhode Island is the place, as the harbour is a very fine one for our large ships, the Island very defensible, and the Rebels have but a small force there. . . . Several transports sailed for Halifax. They are to return loaded with coals for the use of the Garrison during the ensuing winter. . . .

[Vol. I. p. 79.]

Oct. 15, (1776). Arrived the *Perseus* frigate, from England, with about 20 sail of victuallers under convoy, in 11 weeks passage. The *Perseus* took a Rebel privateer of 8 guns off the coast and brought her in with her. Oct. 20. The greatest part of the last Fleet from England came up from

Sandy Hook this afternoon. The remainder of the fleet came up. The whole amounts to about 120 sail, and the reinforcement of troops to between 7 and 8000 men. . . . Some of the Captains of the Navy who went through Hell-gate the morning of the 12th Instant, have since declared that it was a most hazardous enterprise to go through a channel of that nature with such a fleet; . . . for there the tide runs with the utmost rapidity, forming dreadful whirlpools, and at half tide roaring over the masses of rocks in the middle of the Channel. . . . I have frequently seen large transports go through *stern foremost* with *all sails* set and *filled*, the strength of the tide overcoming the power of the wind upon the sails. . . .

[Vol. I. p. 86.]

A report prevails that the Rebels have been defeated near Ticonderoga by (the—our) Army from Canada. It has been said that if that Army, after leaving a sufficient force in Canada to secure the several points there, had embarked, came down the St. Lawrence, and made a descent on some part of New England, or attacked Rhode Island, it would have rendered more service to the cause than by anything which it can effect on its present line of operation. . .

[Vol I. p. 95.]

Nov. 3 our troops are still on Long Island. It appears rather too late in the season to attempt Rhode Island, although the position of that Island would be extremely advantageous, securing an excellent harbour for large ships, and in a large measure commanding the entrance of the Sound. . . .

[Vol. I. p. 102.]

Nov. 11. Near 200 sail of vessel went out this day for England and Ireland, (mostly empty victuallers.)

[Vol. I.p. 117.]

Nov. 29. (The) greatest part of the Expedition fleet is now at anchor in the E (East) River. About 60 sail are as-

sembled. Rhode Island is certainly our object, at which place it is said there are some Rebel Frigates, and a great quantity of goods and stores . . . Dec. 1. [The Expedition fleet weighed anchor at daybreak, sailed through Long Island Sound and arrived at Newport Dec. 6, 1776.]

[Vol. 1. p. 122.]

At eight o'clock (A.M.) saw Block Island at 10 Point Judith, which is the S. E. point of Connecticut. (?) and at 12 made the Light House on the S. point of Conanicut Island at the entrance of Rhode Island harbour . . . and stood up the Western Channel between Conanicut and the Main. When the leading ships had got as far as the N. end of Conanicut Island, they hauled round the point to the Eastward, and steered down the Middle Channel toward Newport, and anchored at 5 in the afternoon, about 4 miles from Newport, between Dyer's Island and Weaver's Cove, and immediately off Mr. Stoddard's house.* As the fleet turned round the N. end of Conanicut Island we saw three large ships and a Brig, standing up the harbour at the back of Prudence Island, with all sails set. We soon found they were Rebel frigates, commanded by Mr. Hopkins, Commander-in-Chief of the Rebel fleet. They went up toward Providence.

No armed Rebels appear on the shore. A few appear on Tammany Hill, about 2 miles from the Town, where they appear to have a work thrown up, and on which there is a Beacon erected. The Rebel Colours are flying on the Batteries below the town. [The following morning] 8 Dec. The Army landed at Weaver's Cove. The first embarkation under Genl. Prescott, marched as soon as formed to the high road from Newport to Bristol Ferry, a short distance from the landing place. The 5th brigade and the two Hessian brigades were ordered to encamp near the road above Mr. Stoddard's house. The 22nd Regiment went down on their transports to Newport, and finding the Rebels had abandoned it, they landed and took possession of it and the Batteries. It ap-

*"Mr. Stoddard," whose house on Green Lane, Middletown, R. I., is still standing, was a Loyalist, and had probably been in communication with the British officers. His portrait, painted by Feke, is owned by a descendant, and was until 1931, in Newport, R. I.

pears that the Rebels have driven off a considerable number of Cattle and Sheep belonging to the Inhabitants; and have removed most of their Cannon and Ammunition. The Rebels have Batteries on the Main at Bristol Ferry and Howland's Ferry (Stone Bridge.)

[Vol. I. p. 125.]

Dec. 11. The frost being very severe, the three brigades which are encamped, were this day ordered to go into Cantonments in the farm houses. . . . The Emerald Frigate is anchored in the passage between this Island and Prudence Island; another frigate is stationed above Prudence to prevent any vessel from passing between Conanicut and the Main; and two others are stationed in the Eastern, or Sekonnet passage, to prevent any vessel from passing at the back of this Island. Orders given this day for all the Inhabitants to give in their arms. The inhabitants of this Island being principally Quakers, are exceedingly alarmed at the appearance of the Hessian troops. Barracks have been prepared and fitted up for the Regiments in Newport.

[Vol. 1. p. 127.]

There is a hill about 7 miles from Newport, and on the Eastern side of this Island called Quaker Hill, from there being a Quaker meeting-house on it, from whence there is a very fine view of all the N. part of the Island, and the beautiful bays and inlets, with the distant view of towns, farms, and cultivated lands intermixed with woods, together with the many views of the adjacent waters, contribute to make this, even at this bleak season of the year, the finest, most diversified, and extensive prospect I have seen in America. The Ships of War are in such positions as to make it appear as if they were placed there only to add to the beauty of the Picture. In the beginning of summer this must be a delightful view, and I should think hardly to be equalled in America, or any other country.

[Vol. I, p. 128.]

Dec. 18.—General Smith has the command of all the troops cantoned on the N. end of this Island. His quarters

are at Mr. Collins's on the West Road, about 5 miles from Newport. I am in the house with him. . . . A Detachment of 200 men, British and Hessians, ordered to go to Long Island with six transports, to bring wood for the use of the troops in Newport. . . . Permission has been to such of the inhabitants as are recommended by the Commanding Officers, to make use of their boats by catching fish, and to keep a gun for killing wild fowl.

[Vol. I, p. 130.]

Dec. 25.—The Prize that was taken on her entering the harbour a few days ago, is one of a coal fleet from Louisbourg to New York. She was taken by the Alfred, Privateer belonging to Providence, and was sent in here by her not knowing the place (Newport) was taken. . . . Orders have been given to be particularly careful of the Mills on the Island. As there is no stream of water in the Island, wind mills are used by the Inhabitants for grinding their Corn. There is a fulling mill upon a very small run of water near General Smith's quarters, used for fulling the woolen articles made by the inhabitants for their private use."

There is a lapse in the Diary from Dec. 1, 1776, to June 2, 1777. No reason is given, nor is any explanation given in the preface. It may be that Mackenzie went with part of the fleet to Halifax to meet or be with his family, as the Diary later on speaks of his wife's coming to Newport to be with him; or he may have been ill, as he speaks several times of how cold his bedroom was,—a bottle of ink having frozen over night.

[Vol. I, p. 135.]

June 4, 1777.—This morning a Rebel Sloop weighed from Howland's Ferry, and having a favorable wind she went to sea. Seven shots were fired at her from the Redoubt at Fogland ferry, but without effect. She appeared to be armed, and was full of men. It is surprising the Commodore does not station a vessel in the Seconnet passage, to prevent those of the enemy from going out in this manner. The Diamond Frigate is now stationed near Dyer's Island; but

as the Lark and the Galley are advanced above her, she does not appear to be of any use there. She certainly would be of some service in the Seconnet. . . .

June 8. We are very anxious at this time to have some accounts from New York, from whence we have not heard for near a month. We are entirely [ignorant] of the operations of the Army under General Howe. Neither do we hear a syllable relative to the movements or operations of General Carleton's Army.* . . . The country has a very beautiful appearance at present, and there is a fair prospect of our having plenty of everything except Beef and Mutton.

. . . June 10. Thick fog from 12 last night till 8 this morning. Very fine day. Last night the Rebels made an attack upon the Subalterns' post on the road to Commonfence Neck. They had landed about 50 men in the bottom of a little bay: . . . having nearly surrounded the house, they fired a good many shot; our men fired very briskly on the Rebels, and they were beaten off. Patrols were sent out, but they could discern nothing of the enemy, except the noise of their oars in going off in their boats. . . .

[Vol. 1, p. 140.]

June 13.—A Rebel Frigate of 28 or 30 guns attended by a Brig, and some smaller vessels, came out of Providence River this morning and anchored about 5 miles this side of Providence. It is supposed they will attempt to go to Sea the first fair wind.

June 17.—A Prize, taken by the Unicorn, was brought in today. She had 1200 barrels of flour on board.

[P. 141.]

Sir Peter Parker gave an entertainment on board the Chatham, to above 50 Ladies and Gentlemen. . . .

June 19. Yesterday evening a Rebel Brig came down from Providence and stood toward Papasquash Point. At

*These were the weeks when the Army waited for news from Burgoyne, which, when it came, told of his surrender.

1 o'clock this morning the Lark made a signal that a vessel was coming down, and fired several shot at her; but the distance was too great to do her any damage. About 2 this morning she came out of Bristol bay and having the advantage of wind and tide, she soon passed our battery. She stood up the bay, and anchored off Mt. Hope. If our Galley had been at her station it is probable she would have taken her. The Brig appeared to be one of 14 guns which came out of Taunton river some time ago, and went up to Providence. The whole Rebel fleet may get out if they have only the spirit to risque a few shots from our Batteries, as they pass, for as our Frigates are now stationed they cannot prevent them, if they take the proper advantage of winds and tides.

[Page 142.]

The Kingsfisher resumed her station in the Seconnet passage this morning.

June 20.—About 5 this morning a Rebel Sloop which lay in Bristol Bay got under way, and passed through the ferry. She appears to be a Privateer, and mounts about 10 carriage guns besides Swivels, and was full of men. She is a very handsome sloop, quite clean, and well rigged. The Brig which lay near Mount Hope was seen at anchor up Taunton River this morning. It is probable they will both go to sea the first fair wind after the dark nights come on. Our galley is now stationed near the Greyhound off Greenwich.

June 24.—A very warm day. Wind S. W. The sloop which lay in Bristol Bay passed through the ferry last night under favor of the Fog, without being discovered.

. . The work which the Rebels have constructed on the hill above Howland's Ferry appears to be irregular in its figure, but very extensive. . . The Unicorn arrived this morning with a Privateer Sloop, which she captured off Nantucket; also with a small sloop from St. Martins to Boston, laden with Rum, etc.

[Vol. I, p. 147.]

July 7.—Very fine weather, and not too hot. Wind S.

A fine sea breeze which generally comes in about 10 o'clock in the morning, at this season, and continues til sunset, moderates the heat greatly, and makes this Island a delightful residence during the extreme heats of the summer months. The Sea Breeze seldom extends so far up the Bay as Providence. We can frequently observe, when there is a fresh breeze from the Southward which agitates the surface of the water all round this Island, that the breeze dies away somewhat to the Northward of Prudence. This Island used, before the War, to be much frequented by families from the West Indies, and the Carolinas, during the summer months. . . .

[P. 148.]

July 11, 1777.—Last night a party of Rebels landed behind General Smith's late quarters at Redwood's, from whence they advanced to General Prescott's quarters at Mr. Overing's on the West Road. They laid hold of Genl. Prescott and carried him off, also Lieut. Barrington, his aide. One Barton, a hatter of Providence, was known by Mr. Overing, and appeared to have command of the party. The Rebels certainly ran a great risk in making this attempt. They, however, executed it in a masterly manner. . . . It is certainly a most extraordinary circumstance, that a General Commanding a body of 4000 men, encamped on an Island surrounded by a Squadron of Ships of War, should be carried off from his quarters in the night by a small party of the enemy, and without a shot being fired. . . .

[Vol. I. p. 153.]

July 13.—A flag of truce was sent up to Providence to Mr. Cooke, the Rebel Governor, but as he was absent, Mr. Stephen Hopkins, who signs himself President of the Council, answered it, and from this and a letter from Genl. Prescott it appears that he is on parole, has lodgings in Providence, and is civilly treated. He is soon to be removed to Lebanon in Connecticut, under parole to Mr. Trumbull, Reb. Gov. of Conn. The Rebels told Capt. Barry, that they attempted the enterprise, entirely with a view to have a person in their hands as an equivalent for General Lee. . . .

July 21.—At 12 o'clock arrived the Swan, Sloop of War, with Major General Pigot (who is to take command in place of Prescott.) On the 23 he visited all the Posts on the N. part of the Island. Lieut. Genl. Sir Henry Clinton, who arrived lately at New York from England, is to have command of New York, Long Island, Staten Island and Rhode Island.

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[P. 161.]

A considerable detachment has been stationed on Conanicut Island, where they have been employed in cutting and making hay for the use of the Army. 1000 tons may be made on that Island. General Howe has ordered that 2000 tons be made on this Island also. . . .

[Vol. I. p. 166.]

Aug. 13.—Came in The Flora from Halifax; and The Orpheus, Juno, and Amazon. They brought in several prizes with them, and have sent 14 or 15 to Halifax during their Cruise.

Aug. 15.—Warm weather. Wind S. Great thunderstorm. I have observed several times within this month, that the southerly winds, which prevail most, bring in a quantity of fog and vapor which form clouds at the head of the Bay near Providence; these clouds produce thunder and lightning, and are driven down the Bay by a N. or N. W. wind. The ensuing morning is clear and hot and without any wind, until about 10 o'clock, when the Southerly breeze begins to come in. Easterly winds usually bring in rain and thick weather. The high situation of this Island, and the fine Sea breeze which comes in before noon almost every day, during the Summer, renders it temperate and very healthy. . . . The inhabitants of this Island have a most promising appearance this year (1777) of a plentiful crop of Indian corn and potatoes, also hay, oats, barley, and rye. Very little wheat is produced on the Island.

[Vol. I. p. 169.]

Aug. 22.—Mrs. Mackenzie and my family arrived last

night from New York; they were left at Halifax, Nova Scotia, in June, 1776 and wintered there. . . .

Aug. 27.—A brig was discovered passing the Battery at Fogland ferry. The Kingsfisher Sloop discovered her, and fired on her, and she changed her course and ran on shore. A great many shots were fired, her people being obliged to take to their boats and row to the shore; as she had run on shore with great force, it was found impracticable to get her off, and orders were given to burn her, which was done, and about 5 o'clock she blew up. She proved to be a Rebel privateer; she was a new ship, well-fitted and clear for action.

[P. 171.]

A Rebel boat which had been loading hay from Hog Island, was taken this morning by the Juno. Her men escaped in a small boat. . . .

[P. 177.]

We saw about 200 men under arms today near Howland's ferry. Barton, who commanded the party that took General Prescott, commands at Howland's. . . . Came in a schooner laden with lumber, from Stonington to St. Eustatia, taken by the Cerberus. . . .

[P. 179.]

Information has been received that the Rebels are collecting a great number of boats at Providence, preparatory to an attack on this Island. . . . We should use every means in our power to keep possession of Conanicut, to prevent the Rebels from fortifying themselves there, and erecting batteries to obstruct the entrance to the harbour. . . .

Sept. 23.—The fleet has brought in from Long Island about 450 cords of wood for the use of the troops. . . .

[P. 198.]

Oct. 21.—A great many disaffected persons have been taken up in Newport within these few days, and sent on board the Prisonship (the Lord Sandwich).

[P. 205.]

Oct. 27.—Our naval force is disposed of as follows:

The Chatham—in the harbour opposite the town.

The Renown—in the West, or Narragansett passage, between Conanicut and the Narragansett shore.

The Amazon—Above Hope Island; W. of Prudence.

The Orpheus—About a mile above Dyer's Island, between Prudence and Rhode Island.

The Juno—In the same channel.

The Kingsfisher—About a mile below Black point, Seconnet passage.

The Unicorn	}	Between the Kingsfisher and Sachuest Point.
The Syren		
The Alarm Galley	}	Ahead of the Kingsfisher and near Blackpoint
Lady Parker		
Armed Schooner		

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[P. 210.]

Nov. 7.—The Syren Frigate, a transport ship, and a Schooner, were by mismanagement run ashore upon Point Judith. It was impossible (as our ships did not at once put out upon signals of distress), to rescue them. The Captain and crew of the Syren were obliged to surrender to the Rebels. One of our own Sloops rescued the people of the transport. . . .

Nov. 12.—Proposals this day came from Mr. Cooke, the Rebel Governor, for an exchange of the seamen of the Syren for an equal number of the Rebel seamen now confined on board the Prison ship in this harbour, (about 60.) . . .

Dec. 16.—The Lark Frigate having got the smallpox on board, has hauled inside of Goat Island, and put her people on shore there.

[P. 216.]

Nov. 29.—A Rebel privateer (formerly a British ship

called the Blaize Castle), came down the River last night. She passed near the Amazon, who made signals to ships below her, but nothing being done by them, and having a fair wind and a dark night, she got clear out to sea. 'Tis said two Merchant Ships went out at the same time. The Naval people here deserve severe censure for this neglect of duty. A flag of truce came down from Providence with letters from Genl Burgoyne, now surrendered and at Cambridge, desiring shirts, shoes, stockings, cloth for breeches and leggings to be sent to Boston for the use of our troops now prisoners with him.

[P. 219.]

Dec. 3.—The troops are now all in their winter quarters. Last night was the first I have lain in Newport since the troops landed on this Island, having been constantly on duty at the North end.

Dec. 7.—During the last few days the whole of the fleet came in, about 27 sail, ordered here as it is expected that Genl Burgoyne's troops now in Boston will embark at this port or Providence for Europe. . . . The wood fleet is in, bringing 300 cords of wood for the troops, and 400 for the inhabitants. . . . The General being still apprehensive that the Rebels will establish themselves on Conanicut, has ordered a detachment to take post there again.

Dec. 12.—The Faulcon Sloop of War came in from New York. In her passage down the Sound she took a Rebel Sloop, in which she found Mr. Webb, a Rebel Colonel, 6 other officers and 53 soldiers. It is however asserted that 7 Rebel vessels went out to sea the night of 29 of Nov., and that 15 vessels have got out this fortnight. The Navy has certainly been very remiss. . . .

Dec. 20.—This harbour is now fuller of shipping than it has been at any time since our first arrival; there being near 100 sail of Vessels, beside seven two Decked Ships, viz., Chatham, Somerset, Reasonable, Nonsuch, and the Buffalo Grampus and Tortoise, formerly Battle ships, but now store ships, and several Frigates and the Strombolo Fire ship. A Providence paper states that the people of the State are much alarmed at the assembly of so large a fleet.

[P. 233.]

Jan. 2, 1778.—At eleven this morning came in the Brune Frigate with about 30 sail of vessels under her convoy from the Delaware. At the same time came in the Eagle, having on board Lord Howe, who was saluted by Sir Peter Parker. Lord Howe came on shore, but returned on board to Dinner. He does not intend to take any quarters in town. A ball was given to the Ladies of this place: to which Lord Howe was invited. Sir Peter Parker sailed Jan. 15 for Jamaica, having been appointed to the command there. . . .

Jan. 18.—Last night a Rebel Sloop came ashore on Brenton's Reef. She was from Surinam to New London, laden with molasses, coffee, and sail cloth. Our troops were sent out and secured her crew of eight, and took possession of her. Lord Howe signified that this Sloop was Genl Pigot's property, as Lord of the Manor. 'Tis supposed she will prove worth £800 or £1000. Lord Howe gave an elegant Ball and Supper in Newport at which were present about 60 Ladies and 150 Gentlemen.

[P. 238.]

Jan. 27.—Hard frost for several days and very cold. The frost has not been so severe at any time this year as to freeze up the Rivers, creeks, and passages around this Island. It is an observation made by the Inhabitants of this town, that whenever the Pond to the northward of the Long Wharf is frozen over, the River Delaware is, and navigation to Philadelphia impracticable. As this pond is not frozen over yet it is probable the Soleby may get to Philadelphia (then in possession of the British).

[P. 241.]

Feb. 3.—The transports intended to carry Genl Burgoyne's troops have received orders to prepare for sea. . . . Lord Howe has made but few changes in the disposition of the Ships in the Bay. A Frigate always lies at single anchor in the Channel, a little to the northward of the Dumplings. On Feb. 15 the troop ships sailed and are to proceed between Martha's Vineyard and the Main, into Cape Cod harbour,

and thus to proceed for the use of Genl. Burgoyne and the prisoners. It appears from letters and newspapers from England that the surrender of Genl Burgoyne's has caused there great consternation.

[P. 255.]

March 9.—Captain Griffiths of the Nonsuch has been appointed Commadore, and to command on this Station when Lord Howe goes from hence. . . .

March 12.—A large house on Brenton's Neck, the property of Captain Brenton of the Navy, which has for some time past been uninhabited and going to ruin, is now taken for a Naval Hospital, and is fitting up for that purpose. . . .

March 14.—There has been great sickness among the Rebel prisoners lately; a ship with several went up to Bristol where they were releasd on parole; the distress of the lower classes of this town is at present very great, particularly for provisions and fuel, which are scarce and dear. . . The country is very wet, and there is not the least appearance of Spring. No birds have been seen yet, except such as remain thro the winter, which are Meadow Lark or Swamp Quail, the Snow Bird, and a few Snipes.

March 15.—Great flocks of Wild Geese were observed this day, going to the N. E., which in most parts of America is looked upon as a sign that there will be no more severe weather.

March 17.—Many Blackbirds, Bluebirds, and Robins seen this day.

[P. 258.]

Mar. 19.—The Warren, a Rebel Frigate of 30 guns, was in New London harbour lately; and 'tis said a vessel of 40 guns, *from France* with clothing and military stores escaped our Cruisers a short time since, and got into the same port.

Mar. 24.—Lord Howe, in the Eagle of 64 guns, sailed out of the harbour today for the Delaware; on the 28th the

fleet will sail for Philadelphia. On the 28th the Lark Frigate, stationed off Greenwich, perceived a vessel coming down, and made the Signal, whereupon the Maidstone and Sphynx put to sea to intercept her; the Rebel vessel came past the Somerset lying in the Narragansett passage, who gave her many shot; outside the two Frigates were ready for her so that she was obliged to run on shore within Point Judith. The wind dying down our ships were not able to approach, so the Rebels were able to get out her stores, and bring some guns to protect her. As the wind came in the afternoon, the Frigates worked up and burned her. She proved to be the Columbus, a Continental Frigate of 36 guns. The Rebels saved all the powder on board, but the ship was entirely destroyed.

[P. 263.]

Sailed the Diamond Frigate for Halifax, and the Apollo, with a fleet of hay ships for Philadelphia.

[P. 265.]

April 7.—This day General Burgoyne attended by several officers, landed from Warwick Point; the General is to go to England on parole; the General was received at the house allotted for him; Major Pollard, aide to General Heath, and a Rebel Commissary, came with Genl Burgoyne.

April 10.—The Genl made a tour of the Island, attended by Genl Pigot and other officers. There was an assembly in the evening, attended by about 40 ladies and 100 gentlemen.

April 15.—Genl. Burgoyne and his officers embarked today on the Grampus, which with the fleet of about 30 Sail, immediately got under way. No Salute was given or other compliment paid to him in embarkng; but he was accompanied to the waterside by the General and many other officers.

April 18.—A Cartel Sloop came in this day from New London, with five Prisoners, Masters of vessels from our wood fleet taken by them on Long Island. I think we should

not suffer these felows to enter the harbour when they please, on pretense of exchanging a few prisoners, as they thus gain intelligence of everything, and plainly observe the position of our ships. . . . An Oyster sloop arrived with news that Gen'l Howe is recalled, and Gen'l Clinton appointed Commander-in-Chief in his room. . . .

Apr. 23.—A sloop came on shore at Sachuest beach yesterday; she belongs to Nantucket, and went lately to Bedford, where she took in a cargo of Tar, Turpentine, Sails and Cordage; her owners and crew being Loyalists, determined to steer for Newport and dispose of the cargo, but they mistook Sachuest Bay for the entrance to the harbour, and were driven on shore.

[P. 271.]

Apr. 25.—Captain Furneal, late of the Syren, came down this day from Warwick, having been exchanged for Mr. Manley, late Captain of the Rebel Frigate Hancock. He brings information of a French Frigate at Falmouth, Casco Bay, which sailed from Brest Mar. 8 and brought out Mr. Deane, and as 'tis said, the Ratification of a Treaty of Alliance between France and the United States of America. . . .

Apr. 29.—General Pigot having received information that the Rebels intend to carry off all the stock from the Elizabeth Islands, has determined to send a force there immediately to prevent it.

[P. 273.]

May 1.—The Providence Rebel Frigate of 30 guns and 350 men escaped to Sea last night about 10 o'clock. The night was very dark, with much rain, and the wind N. N. E. The Lark, stationed off Greenwich, engaged her until near the N. end of Conanicut, when she was fired upon by The Juno, but as this vessel did not get under way, the Providence passed her and proceeded to Sea unmolested. Orders were given to the Orpheus to follow her, but the night being so dark, these orders were not followed. . . .

May 4.—Two soldiers from the Narragansett side came

in last night. They say the Rebels are collecting boats at Providence, Greenwich, and Warren, and that movements indicate an attempt on this Island. . . .

[P. 279.]

The transports from the Elizabeth Islands arrived last night. The troops have been very successful and have brought in 884 sheep and lambs.—150 of them were brought from the Loyalist inhabitants, the rest were taken from the Rebels without payment. The party has also 1000 more on another Island, guarded by The Unicorn.

May 12.—Came into the Seconnet passage the transports having about 900 Sheep and lambs on board. . . . I shot a bird here today called the Bob-o-Lincoln; but properly the Rice bird. The inhabitants say it is never seen before this day and never fails making its appearance on this day. Two more Sloops have come in from the Elizabeth Islands with about 80 head of Cattle on board.

May 16.—Came in a Sloop from Bermuda, lately taken by a Rebel Privateer, but re-taken by the Maidstone Frigate. . . .

[P. 282.]

A schooner, late the Lady Parker tender, having been fitted out as a galley, and named the Pigott, went today to her station in the Seconnet; where there are now three galleys, The Alarm, The Spitfire, and The Pigott. When Lord Howe was here he saw how useful such vessels would be for the defense of the Island, and ordered several of them to be fitted out. Another is now equipping at Goat Island.

May 19.—Accounts are received of the arrival of the Providence Rebel Frigate at Boston, with two Prizes which she took on her passage, after her escape from this harbour. Five large French ships, armed, are also at Boston. They must have been fortunate in escaping our Cruizers, or our Cruizers very remiss in observing Boston Bay.

[P. 284.]

May 25.—About 500 men marched from Newport last

night to Arnold's Point, (opposite Hog Island) and were embarked. They proceeded to the Flora, which lay opposite, and from thence up the Bay and round Papasquash Point, to the Warren River, where they landed, undiscovered, about half past 3 this morning; one mile from Bristol and 3 miles from Warren. They proceeded to Warren; at Kickemuit bridge they found 125 boats, mostly large flat bottom; a sloop, a store house and a corn mill; all of which, together with some houses, the Bridge and some gun carriages were burnt and totally destroyed. At Warren powder and other military stores were discovered in a house which was set fire to; by which means the Church and many houses were burnt. After this the troops returned by way of Bristol; as by now the alarm had become general, they were fired on from behind walls, trees, and houses by about 300 Rebels; notwithstanding which they entered Bristol, where military stores, the Church, and about 20 of the principal houses were burnt, and several guns destroyed. The troops re-embarked near Bristol; 69 Prisoners were brought over with them from Windmill hill, and marched from thence to Newport. The troops returned in the boats to Newport, where they landed about 4 in the afternoon. During the expedition about 40 cannon were destroyed.

The destruction of the Armed vessels and so many boats must undoubtedly prevent the Rebels from making an attempt on this Island for a considerable time. Prisoners brought in belonging to a Col. Topham's Regiment stationed at Howland's Ferry say the people of the country are much alarmed and discontented; and that great blame is thrown on Genl Sullivan for neglecting to place proper guards on their boats. . . .

[P. 289.]

May 31.—The General and the Commodore having determined to attempt destroying some Saw Mills, and a quantity of Plank for building boats, which they had upon Fall River,—the Pigot Galley, a gunboat and the boats of the Flora, Juno, Venus, Orpheus, and Kingsfisher with 100 men of the 54th Regiment were ordered for this service. At 12 o'clock last night they passed through Bristol ferry, unperceived by the Rebels, and proceeded up Mount Hope Bay.

On approaching the shore near Fall River, they were fired on by a guard of about 40 men, but pushed on and dispersed the Enemy. They then proceeded and burned one Saw-Mill, a Corn Mill, 9 large boats, and about 15,000 feet of Plank. The Rebels gathering, our men returned to the boats and re-embarked.

[P. 290.]

June 1.—Came in the Ship *Fanny*, in 53 days from Liverpoole, with a cargo of Beef, Flour, Wines, Beer, Groceries, etc. This is the first vessel which has come directly from Europe to this port, since we have been in possession of the Island; except the *Ariel*, and she was bound for New York, but being informed at Sea that Lord Howe was in this port, she altered her destination and came in here.

[P. 291.]

June 3.—The new Chain of Redoubts lately constructed for the defence of Newport, are now completed. They are called Green-end, Dudley's, Bannister's, Irishes, and Tomini.

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June 6.—Came in the *Maidstone* with a Brig laden with 200 ton of provisions, which she re-took yesterday off Block Island. She was taken a few days before by a Rebel Privateer out of Bedford, but re-taken by our vessel. . . .

[P. 297.]

It is reported that in May an Expedition destroyed all the Rebel Frigates, gallies, boats, on the Delaware River. It appears probable that this step is preparatory to the Evacuation of Philadelphia; it is expected that Genl Clinton will burn Philadelphia;—If he does not, we have possessed it at the expense of a whole campaign to very little purpose. As the principal strength of the Rebellion lies in the New England Provinces, our whole force should be collected there. The possession of the Hudson, the ports and harbours in the Sound, this Island and Bay, and the entrance to Boston Bay, would surround them so that they could receive no assistance or supplies, and they would also be under appre-

hensions of attacks from Canada. Such a mode of warfare might appear cruel, but it would be most effectual and in the end most economical. We have been met, in place of lukewarm friends, in every place inveterate enemies.

[P. 300.]

June 12.—The Pigot Galley out of the Seconnet gave chase to a Snow, and at 7 o'clock she struck with resistance. She proved to be a French vessel from Bordeaux to Bedford laden with dry goods and Salt. She mistook the Seconnet for Bedford.

[P. 303.]

June 21.—A flag of truce came down from Providence this evening, with Mr. Bradford, the Deputy Governor, to arrange the exchange of Prisoners taken on the 25th of May (this was the raid on Warren and Bristol.) . . .

June 24.—An Eclipse of the Sun this morning almost total. . . . The quantities of fish of various kinds, now in the different Rivers and Creeks in this Bay, are astonishing. The Inhabitants might take as many as they pleased with Seines; but they have neither boats nor Nets. Indeed they are not to be trusted with the former, as they carry off deserters.

June 26.—Cannon were fired yesterday at Providence; it is expected the Rebels have received some favorable accounts from the Southward. Probably of the Evacuation of Philadelphia. . . . There are surprising quantities of Mosquitoes at present in all the low grounds of the Island. The late warm weather has produced them in such numbers. . . . A great Thunder Storm toward Providence, but no rain fell on this Island. . . .

July 2.—The Prince of Wales Volunteers passed over to Conanicut this day encamped there. They are to be employed in making Hay. . . .

July 4.—This being the 2nd Anniversary of the Declaration of Independence of America by the Congress, many cannon were fired at Providence, Warwick, Warren, Bedford, etc. As the day was very still, the Echo down the Bay had a remarkably fine effect. . . .

July 10.—As the appearance of a squadron of French Ships of War on the Coast of America, may be daily expected, our means of defence are to be increased in case they should attempt this harbour; some heavy guns are placing in a battery which the Rebels made on Brenton's Point, which is well situated for the defence of the harbour.

[P. 309.]

A fleet of 18 sail came in this evening, bringing about 2000 men under the command of Major General Prescott, are to be encamped behind Genl Pigot quarters, Green End Redoubt, and behind Bannisters.

[P. 310.]

It appears extremely fortunate that the Evacuation of Philadelphia, and the withdrawing the shipping and stores from the Delaware, was effected with expedition, and before the appearance of the French fleet before the mouth of that River. If any of our ships had remained in the Delaware, they must have fallen into their hands or been destroyed. 'Tis said the French fleet consist of 12 Sail of the Line, and four Frigates; under the command of Count D'Estaing. . . .

[P. 318.]

July 26.—The French fleet arrived off Sandy Hook July 12. It appears that Lord Howe is at anchor with his fleet within that Bar, but too weak to venture out to pursue and attack the enemy. Admiral Byron is hourly expected on the Coast with 11 Sail of the Line from England. The Army under Sir Henry Clinton remains encamped on the Three Islands and at Kingsbridge. So extraordinary an event as the present certainly never occurred before in the History of Britain! An Army of 50,000 men and a fleet of near 100

ships and armed vessels, are prevented from acting Offensively by the appearance on the American coast of a French Squadron of 12 Sail of the Line, and 4 Frigates, without troops. Some unpardonable faults have been committed somewhere, and those whose duty it is to watch the Enemy should answer with their heads for their supineness, and total want of intelligence. . . .

July 12.—The French fleet appeared off the S. end of this Island, and came to anchor off Brenton's Reef. Our six Frigates ran in close to the West side of this Island, and began to land their guns, stores, and Provisions, as Lord Howe had given orders for burning or scuttling them, so as not to risque their being captured by the Enemy.

[P. 320.]

July 30.—Our two regiments, brought over from Conanicut, and the guns which could not be removed were spiked. Two French Frigates had come into the Seconnet, and two into the Narragansett passage. The two in Seconnet, sailing up to Black Point, orders were given to set fire to the Kingsfisher, which was immediately done. The galleys also were set on fire. I think our people were too precipitate in burning the vessels. . . . 76 Rebel prisoners were landed this morning from the Prison ships in the harbour, and lodged in the Barracks within the Redoubt at Fogland Ferry. . . . The French took possession of Conanicut this day, and hoisted a white colour there.*

Aug. 4.—This morning the two French ships in the Narragansett passage stood round the N. point of Conanicut. On seeing them the Cerberus endeavored to get down to the town, but finding she would be cut off, Captain Symmons ran her on shore behind Redwood's and set her on fire. The Orpheus, Lark, and Pigot Galley, observing the French ships coming up between Prudence and this Island, were immediately run on shore; also the Juno, off Coddington Cove, the Orpheus at Almy's Point, and the Lark and Pigot at Freeborn's Creek, where they were set on fire; all blew up

*The old French flag with the Fleur-de-Lis.

late in the evening. The explosion was very great, as the Lark had 76 barrels of powder in the Magazine. The house of one Wilcox, in the Swamp was set on fire thereby, and totally consumed. Some books and papers from the Orpheus were found some three miles from the place where she blew up. It was a most mortifying sight to us to see so many fine ships destroyed in so short a time without any loss on the part of the enemy.

[P. 331.]

Aug. 6.—Several small Privateers plying about on the W. side of the Island. They landed about 20 men at Stoddard's and plundered his house and Potter's. . . . We are using every means to obstruct the approach of the Enemy by Sea and land. Several large transports have been sunk off the North Battery (Fort Greene) and Goat-Island. . . . The inhabitants have been informed that in case the Enemy take possession of the town, the General will be obliged to burn it; numbers of them are removing, with their valuables, to the heights above the town. My family removed yesterday and encamped near the Library (Redwood.)

[P. 340.]

Aug. 8.—Soon after the French fleet anchored within the harbour, the General gave orders for all houses and buildings within reach of our guns to be set on fire; this was done and about 20 were burnt. While the French were coming in, the orders were given to scuttle and sink the Flora and Faulcon, the former between the Long Wharf and Goat Island, and the latter off the S. E. end of Goat Island. The Grand Turk transport, formerly an East India-man, was run on shore between Goat Island and the N. Battery.

[P. 341.]

Aug. 9.—At 12 o'clock a fleet hove in sight to the Southward, increasing in number until 35 sail appeared, standing directly for the harbour; it was our fleet under the command of Lord Howe, from New York. It lay at anchor over

night. The next day the French fleet got in motion, and kept up a prodigious fire as they passed our batteries, which was returned, but the ships were too far away for either side to do much damage. As soon as Lord Howe saw them coming he made sail. His reasons for thus retiring before the French fleet are not known to us. I believe there never was a naval engagement on which so much depended. The fleets were out of sight about sunset. . . .

Aug. 12.—Heavy rain all night and day, with strong gale at N. E. We are under great apprehensions for the safety of Lord Howe's fleet. The Inhabitants say they have not had so severe a storm for three or four years past..

[P. 353.]

Aug. 14.—Five dead bodies and part of a Wheel and Tiller rope, supposed to belong to one of the French ships, were found yesterday on the shore of Brenton's Neck. . . .

Aug. 19.—It is now ten days since the two fleets went out of the harbour. Two men were captured on the Island who say there are many of the Enemy on the Island, as 23000 rations are issued daily. There are many General Officers with their Army: vizt. Sullivan, who commands, Green, Var-num, Cornell, Hancock, Fayette, Tyler, and Sherburn.

[P. 364.]

Aug. 20.—Part of the French fleet returned to the harbour a good deal damaged; after two days they got under weigh at night, and sailed toward the Southward. . . .

Aug. 22.—A party went to Conanicut and brought off one Eldredge, an Inhabitant, who says that the Rebels have about 18000 on this Island, most of them from Massachusetts and Connecticut, also some Canadians, engaged for six weeks, *three of which have expired.*

[P. 368.]

The report is that two ships are lost, the rest much shattered, (that) The French returned here in hopes of finding the place in possession of the Rebels, and that D'Estaing was

much chagrined at finding otherwise, and so little progress made in the Siege.

It is supposed the French fleet have gone to Boston to refit. Their sick left on the Narragansett shore have orders to proceed to Providence. If the French fleet should not be able to make their appearance before this place, Genl. Clinton will undoubtedly come to our relief.

[P. 371.]

Aug. 24.—A deserter came in who said that the Rebels are much displeased at the dilatory manner in which the Siege is carried on. There was a meeting at the General's quarters, after which they determined to get off the Island soon, if the French fleet did not appear. . . .

[P. 376.]

Three sails came in, found to be English Frigates, part of Lord Howe's fleet, en route from New York. As the French fleet is not here, Lord Howe has steered for Boston in pursuit of them. . . .

[P. 378.]

The inactivity of the Rebels continues: I am convinced that had they attacked us at first when their numbers were greater, they might have had some prospect of succeeding, and will go off when our fleet appears, laying the blame on the French. [This is what happened.]

[P. 382.]

Aug. 29.—This morning I went immediately to the top of Dudley's house (Mrs. Phelps', Mile Corner), and could plainly perceive that the Rebels had struck their whole camp and marched off. I rode as fast as possible to Genl Pigot's quarters in Newport, and informed him of it. He gave orders for our troops to be assembled as soon as possible and pursue them, but to advance with caution: these troops were under command of Major General Prescott, Brigadier General Smith, and Major General Lossberg, and began to march about half past six o'clock. They advanced along both

roads, there was a good deal of firing near Mr. Overings' (Prescott H.); we advanced as far as Turkey Hill, where the Rebels were obliged to retire to their Artillery Redoubt; during this time Brig. Genl Smith was advancing on the East Road, but did not meet with any of the Rebels until near Shearman's house on Quaker Hill, where there were about 700. As our Column advanced without having flanking parties out, it received a heavy fire which did a good deal of execution. Our column pushed on along through a heavy fire as far as Shearman's, where the Rebels gave way and were drove with precipitation and loss down Quaker Hill to the cross road. It was now perceived that a great part of the Rebel Army was still on the Island, so it was not thought advisable to renew the attack on them.* As soon as the Troops marched out that morning in pursuit of the Rebels, the Sphynx, and Vigilant, with the Spitfire Galley and the Privateer Brig sailed up the passage between Rhode Island and Prudence. The Vigilant got up in time to have some shots from the Rebels, but they turning some 18 pr. against her from Arnold's Point, she dropt down and anchored with the other vessels opposite Slocum's. Had she continued she would have galled the Enemy considerably: there was no necessity for her moving back as soon as she did. The following day the Rebels retreated, and on Aug. 31 it was seen that they were gone. They now to all appearances have quitted our neighbourhood. . . .

[P. 389.]

Sept. 1.—At 7 o'clock this morning a fleet of near 70 sail appeared; it was our friends from New York. At 10 o'clock Sir Henry Clinton came ashore and about 2 the whole fleet came to anchor in the harbour under the Conanicut shore.

None of his troops disembarked; they expect to sail this afternoon, tis thought for New London, it having been a nest for Privateers who have infested the Sound.

[P. 392.]

Sept. 5. Came in this afternoon three ships of Lord

*This was the Battle of Rhode Island, Aug. 29, 1778.

Howe's fleet, the rest of the fleet are in the offing. We hear that the French fleet had all got into Nantucket road when Lord Howe appeared off Boston. An attempt against them there was impracticable. . . . Genl Pigot, who was blamed by Genl Clinton for not waiting until the fleet's arrival, appears to be much chagrined with Genl Clinton; and Genl Prescott with every Body.

Sept. 8.—Came in a vessel from Genl Gray with information that he had landed at Bedford and totally burnt and destroyed above 60 sail of vessels, many of them privateers, and much valuable stores. . . . Many of our ships have sailed. . . .

[P. 395.]

Sept. 12.—The operations of the Army appear to be entirely suspended at present. If something is not done soon, we have wasted a campaign to very little purpose. . . . Above 5000 sheep have been landed on this Island from Martha's Vineyard for the use of the troops. . . .

Sept. 18.—Several ships came in with news that Lord Howe has given up the command of the fleet to Admiral Gambier. . . . A Flag of truce came over from Howland's ferry, with the Daughter of David Fish, who quitted the Island the 29th August on account of the Cannonade. . . .

Sept. 25.—Lord Howe came in this afternoon and is going on the Eagle immediately from hence to England. . . . Sir Robert Pigot is going from hence to New York; and from thence in a short time to England. Genl Prescott succeeds to the command here.

[P. 405.]

Oct. 5.—The officers who arrived say the French fleet is still in Boston harbour, but not yet repaired.* . . .

*(Were there refitting from Aug. 14 to Nov. 4. No wonder the troops assembled could not wait.)

Oct. 14.—There being no armed vessels of ours in the Narragansett passage at present, that entrance is entirely open for the Rebels. The wood fleet are now unloaded, but unable to proceed to Long Island, there being several small privateers continually about Point Judith.

[P. 414.]

Oct. 31.—We are now left in a strange situation. Two of the three passages are entirely open to the Enemy. The winter advancing and no provision made for supplying the Garrison. Only two Frigates in this station, no Barracks provided, no materials to fit up any. Indeed this Garrison appears to have been much neglected. . . .

Nov. 2.—Heavy wind and strong gale of wind from the N. E. Most of the tents blown down and torn to pieces.

[P. 418.]

Nov. 10.—We have learned that D'Estaing's fleet sailed from Boston Nov. 4, our fleet having been dispersed by violent gales of wind the 1st and 3rd inst., D'Estaing has probably escaped. . . . The Rebels say the Somerset was cast ashore on Cape Cod and totally lost, with 60 of the crew.

Nov. 13.—Admiral Byron's fleet has arrived and is now in the harbour, the heavy gales obliging him to put into this port.

Nov. 20.—The fleet sailed this morning, forty sails of vessels of all kinds, but the wind changing, by night they were all back.

[P. 427.]

This fleet has certainly been unfortunate. Never was a fleet of capital ships so completely dispersed, soon after their leaving England. The Russell put back to England, the Invincible to Newfoundland, the Albion to Lisbon, the Cornwall to New York, the Princess Royal and Culloden to Halifax, and finally the remainder arrived at New York. . . . Great shortage of wood and all provisions.

Dec. 12.—Several of the old wharfs were appointed this day to the Regiments, to be cut up for firing. On Dec. 14, after several weeks of gales and contrary winds, the fleet got under way. . . . All trees on the Island except fruit trees are to be cut down for fuel.

Dec. 24.—The cold was greater last night than it has been since we have been on this Island. The harbour and all the rivers smoaked from the intenseness of the cold. Port wine froze in the bottles indoors, also mustard and all kinds of pickles. Many poultry died with the cold.

Dec. 27.—Great snowstorm, in some places as much as 20 feet deep. The Inhabitants say they never remember a storm so severe as that of yesterday. Five men of the troops died of the cold. (This was the great "Hessian snow-storm.") . . . A flag of truce went up to Warwick this day with about 70 Inhabitants who have chosen to quit the Island and go to their friends on the Main."

And so ends this Diary's account of the Revolutionary Events in which Newport Harbor is directly concerned. The British fleet remained around these waters for almost another year; but altho the diary account ends with Dec. 1778, the fleet did not leave until October, 1779. Then the town and the harbor were almost like a deserted place—grass actually grew in the streets, only a nominal American guard, first of 500 troops, later reduced to 150, were quartered there for fear the British fleet might return. But there was nothing apparently left for which it might return; five hundred houses and all the trees had been destroyed, and its shipping trade was ruined. After a winter of bleak discouragement, the people were aroused to hope once more by the arrival in the following July, 1780, of a French fleet with General Rochambeau. The French were here from July to the following March 1781, when Washington came to confer with the French General. During these months the vessels of the French and the American privateers of Narragansett Bay captured many valuable prizes, and by their

activity prevented a contemplated expedition of Sir Henry Clinton against Providence. Immediately after Washington's conference with their officers, the whole forces of their troops left Newport to press the war in the South. The seat of war moved to the Carolinas and Virginia, leaving to a strange and unwonted quiet this bay and harbor; for Newport, since the early days of the 18th century had offered an ever increasing refuge in storm and welcome in trade to the ships of those early days when business and pleasure alike went "all the way by water."

Such then was our island and harbor as seen by the men of American privateers, of British enemy fleet, of French allied troops, who all of them have now left this beautiful bay.

But the breeze it still blows, and the sky is still blue,
And the grass and the trees give an emerald hue
To this old Island town, as it sits by the sea,
And waits for the ships with their sails blowing free.

ELIZABETH COVELL.

GIFTS TO THE MUSEUM

2 small amber combs

2 embroidered baby caps

Gifts of Mrs. Schuyler Hammett.

A string of white beads from Indian graves on this Island.

Found prior to 1870.

Gift of Arakel H. Bozyan.

Mourning ring given to the Hon. Daniel Updike of Newport and Wickford at the funeral of Ann, widow of Nathaniel Kay, Esq., of Newport. Inscribed "A.K. obt. April 12, 1740. AEt. 65.

Gift of Daniel Berkeley Updike.

Wedding ring of Daniel A. Updike, Dated Nov. 25, 1722.

Gift of Daniel Berkeley Updike.

Painting of George Washington, on wood, by Jane Stuart

1 small picture of George Washington

1 small picture of Martha Washington

1 plate "Presented to Lady Washington, 1790"

Indian Apron from Yreka Indians, California

Wampum from Yreka Indians

Abalone Shells from Yreka Indians

Gifts of Dr. Roderick Terry.

Reproduction of Washington's Portrait by Gilbert Stuart.

Presented by the National Government in 1932, the bi-centennial of Washington's birth, to the Spanish Ambassador, Don Juan de Riano.

Gift of Don Juan de Riano.

Plat of Butts Hill Fort, Portsmouth, R. I.

Gift of Dr. Roderick Terry.

LIBRARY GIFTS

George Washington—Jean Antoine Houdon, Sculptor. A brief history of the most famous sculpture created of America's Immortal Patriot, issued to commemorate the bi-centennial of his birth, 1732-1932, by The Gorham Company.

Gift of Dr. Roderick Terry.

- The Wisconsin Magazine of History
Gift of the State Historical Society of Wisconsin.
- Obadiah Holmes; ancestor and prototype of Abraham
Lincoln, by Rev. Wilbur Nelson.
Gift of Rev. Wilbur Nelson.
- Decimal; a modicum of verse.
Gift of Mrs. Ada B. Stevens.
- The Charter of Connecticut, by Albert Carlos Bates.
Gift of Connecticut Historical Society.
- Old Wiscasset, Maine, by William Davis Patterson.
Gift of Mrs. Walter N. Hill.
- Washington's Headquarters, by Mabel Lorenz Ives.
Gift of Dr. Roderick Terry.
- Jewish Contacts with George Washington; and the
services of members of the Spanish and Portu-
guese Congregation of N. Y., during the Revolu-
tion, by Leon Huhner.
Gift of Leon Huhner.
- The Magazine of History with Notes and Queries.
Gift of Dr. Roderick Terry.
- Some early records and documents of and relating to
the Town of Windsor, Connecticut, 1639-1703.
Gift of Connecticut Historical Society.
- Uniforms of the American Marines, 1775-1932, by
Major Edwin N. McClellan.
- History of the United States Marine Corps, by Major
Edwin N. McClellan.
Gifts of Major Edwin N. McClellan.
- The Electric Spark. Gift of Dr. Bates Sanitorium.

PURCHASED FROM BOOK FUND

- The Magazine Antiques.
The New England Quarterly.
New York Descendants of John Briggs of Rhode Island, and
eleven allied families, by Pearl Leona Hick.
American Colonists, by George Sherwood.

LIBRARY EXCHANGE

National Genealogical Society Quarterly.

From the National Genealogical Society.

Old-Time New England Bulletin.

From Society for the Preservation of New
England Antiquities.

Minnesota History Bulletin.

From Minnesota Historical Society.

Redwood Library Booklist.

From Redwood Library.

Register of the Kentucky State Historical Society.

From the Kentucky State Historical Society.

Michigan History Magazine.

From Michigan Historical Commission.

New York Public Library Bulletin.

From the New York Public Library.

The Mainstay.

From the Seamen's Church Institute

New England Historical and Genealogical Register.

From the New England Historic Genealogical Society.

New York Historical Society Bulletin.

From New York Historical Society.

Ohio Archæological and Historical Society Quarterly.

From the Ohio Archæological and Historical Society.

SOCIETY NOTES

A graceful gesture of the State of Rhode Island as a culminating act in the commemoration of the Washington Bicentennial; the distribution to various cities of signboards or *signposts* bearing the legend: "G. WASHINGTON TRAVELED THIS ROAD." We received ours in due course, and the task of causing it to be properly erected upon the spot where according to our best knowledge and belief the foot of Washington had once pressed our soil, was allotted to a committee of two of our Directors. With characteristic promptness and historic zeal these two gentlemen proceeded forthwith to the accomplishment of their mission. They sought the requisite sanction from His Honor the Mayor and the Board of Aldermen, and these august authorities, also with promptness and historic zeal placed the sign precisely where it belonged, just within the railing of the park on Washington Square, within a short stone's throw of the heroic statue of Commodore Oliver Hazard Perry.

A most interesting occurrence is the discovery by Mr.

W. Norman Sayer, City Clerk, of a letter from the Mayor of the Borough of Newport in the Isle of Wight, England, written on July 5th, 1846, to "the inhabitants of the city of Newport, R. I., U. S. A." The letter follows:

"We, the undersigned, inhabitants of Newport in the Isle of Wight, being desirous that peace and concord should be preserved and maintained between the United States of America and Great Britain, do hereby address you in the language of that brotherly kindness which alone ought to be used between us who, although residing in different lands, yet speak the same language, possess the same feelings and belong to nations both pre-eminent in the world as benefactors of the human race.

"We desire to express our regret that the difference of opinion which exists with respect to the Oregon territory or that any other cause of dispute which may hereafter arise should not be submitted to the judgment of disinterested and impartial men and their decision abided

by, instead of having recourse to arms.

"It is our belief that the benefits which we mutually derive from our friendly and commercial intercourse are of much greater value and of more importance to both nations than the possession by either of so distant a territory as Oregon, and we consider that no man ought to be esteemed as wise or good who for such a possession would place those benefits in jeopardy.

"We respectfully invite you to co-operate with us in endeavouring to do all that we can in order to preserve inviolate that peace and harmony which ought to exist between such nations as ours.

"Mayor of the Borough,
Benjamin New,

Thomas Pierce,
Correspondent.

July 5, 1846.

Now it occurred to us that several years ago a gentleman from one of our Southern States, named Alexander, coming home from England, stopped in our Newport, and visited our rooms. Some weeks after he had returned to his southern home he sent us a picture of a street scene in Newport in the Isle of Wight, in which he recognized a striking similarity to the architectural features of

our Washington Square, and especially to our revered old City Hall. Here is the letter of Mr. Alexander:

"Cincinnati Club,
Cincinnati, Ohio,
June 3, 1930.

Dear Sir:—

I have had sent you from my home, Atlanta, an engraving of a street view in old Newport, Isle of Wight.

I appreciated very much the courtesy of Mrs. Elliott and her assistants when I visited your Hall last March and wish the gift to testify that.

I have given the picture in memory of an ancestor.

Very cordially,
(signed) H. A. Alexander."

For the copy of the letter from the mayor of Newport, Isle of Wight, we are indebted to the Daily News of Friday, December 2nd last; and the courteous Editors of the Daily News are gratifying us by reproducing in their issue of Tuesday, December 5th, the engraving presented to us by Mr. Alexander.

Dr. Terry, our President, wintering in southern waters on board his houseboat, the "Sydney," writes that he is well and happy . . . and our opinion is that he deserves those blessings.

We have recently had the pleasure of entertaining a distinguished visitor from Bermuda. He is the president of the Bermuda Historical Society, and he was deeply interested in examining points of contact contained in our archives between his native island and ours.

There was a notorious pirate, named Thomas Tew, a native of our Newport, who plied his trade a little less than two hundred years ago, in the waters

between here and Bermuda. Our visitor, Mr. William Zuill, has delved deeply among the records in Bermuda of the deeds and misdeeds of the memorable freebooter, and he was pleased to discover much additional material on the same subject among our records here.

Mr. Zuill was most generous in praise of our organization and the facilities provided here for research in the domain of history.

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Bulletins of the Society for sale at the Society's Room.

BULLETIN

OF THE

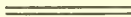
Newport Historical Society

Number Eighty-seven

NEWPORT, R. I.

April, 1933

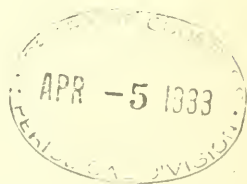
NEW LIGHTS FROM OLD HISTORY



A PAPER READ BEFORE THE SOCIETY
FEBRUARY 20, 1933



BY
LLOYD M. MAYER
SECRETARY



NEW LIGHTS FROM OLD HISTORY

Introductory

One day, several years ago, while browsing over the shelves of the Society's library, I was surprised by the discovery of a volume bearing a French title. "De Noailles, Marins et Soldats Français en Amérique." Instantly the name of the author recalled a paper read before the Society by Anna Wharton Wood in August, 1922, which told the story of the correspondence between the Vicomte deNoailles and the Robinson family whose guest the distinguished Frenchman was when the allies under Rochambeau were in occupation of Newport. I took the volume from the shelf and opened it haphazard. The first page I glanced through contained the following passage:

"At this anchorage (Newport) there are decidedly some disadvantages. The southwest winds, almost constant, are head winds for going out to sea. At the very best there was only one morning in a week on which the squadron would have been able to put to sea. The channel is too narrow to be entered by a ship beating to windward. Consequently, a naval force, however powerful, might under these circumstances witness the seizure of friendly vessels, without being able to go to their assistance.

On the other hand, Newport presents a superb roadstead, well protected against all winds, and with a good bottom. And eight leagues of a navigable river contribute largely to its advantages."

It struck me as remarkable that a Frenchman should have become so intimately acquainted with Narragansett Bay as to be able to describe some of its virtues and vices so accurately. My interest was aroused. I began to read it from the very beginning, and soon became impressed with the fact that "NEW LIGHTS FROM OLD HISTORY" would be an appropriate title to give to a translation of it. I wrote to the editors in Paris, learned from them the address of the author, wrote to him, and received promptly from his

widow, he having died eight years before, a most courteous reply, stating that her late husband had been indeed the great-great-grandson of the French officer who had been quartered in the plain Quaker home of Thomas Robinson during a memorable period of the Revolutionary War. The lady, moreover, expressed a lively, most friendly interest in the renewal of relations with descendants of the Robinson family, who had been so kind to her husband's ancestor a century and a half ago.

The documents which have been used in the compilation of this work have been found in the archives of the War Department and the National Archives which comprise also the Historic Archives of the Navy.

DEPARTURE FROM FRANCE OF THE FIRST FORCE SENT BY LOUIS XVI TO THE AID OF THE COLONISTS

On Monday, April 13th, 1778, a squadron sails from Toulon, under the command of Admiral (Vice Admiral) Comte d'Estaing, lieutenant general of the armies of the king. This first aid to the provinces in rebellion, bound together under the name of the United States, represents an imposing force, composed of 12 transports and 4 frigates, commanded by experienced seamen, some of whom will later achieve great renown.

The destination is kept secret until the expedition is out of sight of land. Monsieur Gérard de Rayneval, minister plenipotentiary from the Court of Versailles to the Congress in Philadelphia, and Silas Deane, American agent, both of whom the Admiral carries with him on board his own ship, are obliged, during the first few days at sea, to maintain silence as to their names and quality. In this connection we quote from a letter written by Sartine to the commander of the squadron while the preparations for departure from Toulon are being completed: "For you alone: I have the honour to inform you that the person who will be entrusted with the affairs of the king in relation to the United States of America, will arrive at the bourg of the Seine the 9th of next month. He will be

accompanied by two secretaries and four servants. Another person, whose name and mission are known to you, will arrive at the same place one day earlier; he will have only one servant. The orders of the king are that you reserve two cabins in your ship, under the quarter deck, for these two persons, and that they be treated with the regard which is due to their character. You will please issue orders to the effect that these two cabins be made ready in advance, and that they be completely furnished with beds and other furniture. There will be sent to you, also, five or six officers of the United States Navy, whom you will distribute among the leading ships of your squadron when you have reached the open sea."

On the 20th, far from land, the captains receive orders to open their sealed letters, and the prows of the ships are turned toward America, after they have passed through the Strait of Gibraltar. It is the unknown . . . a novelty . . . and the announcement of this cruise in foreign seas is acclaimed by sailors and soldiers alike, with transports of joy. However, the voyage commenced badly enough. "I have the honour to inform you," wrote the Admiral on the 18th of May to Monsieur Sartine, "that after thirty-three days of the slowest sailing, His Majesty's squadron passed through the Strait of Gibraltar day before yesterday, the 16th of May. And the reason is that the transports for the most part are poor sailers, and owing to that fact the faster ships are obliged to shorten sail and wait for them. Besides this the ships are undermanned to such a degree that the soldiers have been called upon to assist in their handling, and the lack of knowledge of seamen's duties on their part, has contributed another factor to the maddening delay."

Obstacles to progress, in the shape of calms, head winds and storms frequently presented themselves, and much precious time was lost through their agency. To these delays from natural causes were added others deriving from the command itself. While it was certainly of the greatest importance to make all speed in order to surprise the fleet of Admiral Howe in the Delaware River, and the army of Clinton in Philadelphia, according to the orders which had been issued to him, d'Estaing deemed it expedient, while proceeding on his way, to execute manœuvres for the purpose of

training his officers and men, and to give chase, now and then, to enemy ships which hove in sight. The "Languedoc," the flagship, indulged particularly in these perilous enterprises, according to the official reports of the campaign printed in the Nautical and Tactical Journal. This was a grave error on the part of the admiral at the very commencement of the cruise, in view of the fact that speed in reaching the scene of operations was of the first importance to the success of the expedition. "Promptitude is the best of weapons. To surprise is almost to conquer." This maxim was an oft-repeated admonition from Monsieur Gérard de Rayneval to the admiral.

Here follows a long account of the lineage of Admiral d'Estaing, traced back to the year 1001 (one thousand and one.) And it shows that he had been recently transferred from a command in the army to the present command of a fleet and was consequently not much of a sailor at the best.

On the 8th of July the squadron arrived at the mouth of the Delaware. Howe, whom d'Estaing could easily have defeated had he arrived in time to attack him there, had already moved to New York for the support of Clinton. d'Estaing proceeds to New York where, according to the Nautical Journal, he finds a number of ships anchored in the river, and others which had entered the bay when they discovered the approach of the French fleet. No pilot was to be obtained to guide the ships through the narrow passage between Long Island and Sandy Hook, which is said to be impassable for vessels of heavy tonnage at this season. Therefore it became necessary to abandon the project of attacking the English fleet, although its strength is vastly inferior to that of his own, and its weakness is accentuated by strategical disadvantages in the location of its anchorage. d'Estaing brings his squadron to anchor some miles distant on the New Jersey coast, there to wait for higher tides. He employs his leisure in giving chase to and capturing a few English vessels.

As soon as he arrived on the coast of the United States, d'Estaing had established communication with Washington, and La Fayette. Some extracts from letters give evidence of noble sentiments.

"Sir," writes d'Estaing to Washington, "I have the honour to inform Your Excellency of the arrival

of the squadron of the king. Charged by His Majesty with the glorious mission of giving his allies, the United States of America, the most convincing and eloquent proofs of his affection, nothing will make me more supremely happy than to succeed in it completely. This happiness will be augmented by the great privilege of co-operating with such a general as Your Excellency. The talents and the brilliant achievements of General George Washington have won for him in the eyes of all Europe the truly sublime title of Liberator of America. Accept, Sir, the homage due to you from every soldier, and deign to look kindly upon my request, which is made with all military and naval frankness, that you bestow upon me your precious and flattering friendship. I will strive to render myself worthy of it by my respectful devotion to your country. My orders command me to do this, and my heart inspires obedience to them."

The commands of the king are communicated to Congress by M. de Choin, major of infantry in the French army, a near relative of M. de Sartine, Minister of the Navy.

La Fayette, writing to d'Estaing, expressed himself as follows: "It is with the greatest pleasure, M. le Comte, that I learn of the arrival of a French fleet on the coast of America; and with no less pleasure the fact that you are in command of it; and this fact promises me a still greater pleasure, that of hearing of a victory more brilliant than any other which has been won. I love to think that it will be you who will strike the first blow at an insolent nation, because I know how you appreciate the pleasure of humiliating it, and that you know it well enough to hate it. I have the honour to share these sentiments with you, which are ties similar to those of our blood relationship, and our compatriotism as Auvergnats. and it is almost impossible for me to express the ardour of my wishes for the success of your enterprise. Such success is especially desirable at this time, and I am anticipating the pleasure of witnessing in the near future a new justification of the sentiments entertained of you by our friends, the English, which were made apparent to me when I was in London.

If while speaking of public affairs, I could afford time to dwell upon my own, I would tell you how embarrassing is

my position here, notwithstanding the general agreeableness of my surroundings. I have always thought, said and written that I would much prefer to be a common soldier under the banner of France, than a general officer under any other. My intention is to depart immediately for the islands, Europe, even India, if in any of those countries we should make war. I do not expect to receive a single order, for the reason that everybody here has too much to do to think of my existence. All I want to know is if war has broken out in Europe. If I did not hope that we could act in co-operation with the fleet, I would get on board the first vessel and beg of you the permission to follow you as closely as possible, so that I might be a witness of your success. If I can serve you in any way, please send me your orders. The more duty you impose upon me, the happier you would make me. The possibility of being of service in any capacity to a country which becomes ever more dear to me the more I recognize its superiority over all others, will be for me perfect felicity, and I should feel moreover a keen pleasure in proving my zeal in your service. May you, M. le Comte, defeat them, send them to the bottom, sink them to the depths as deep as their insolence has been lofty. May you commence the great work of their destruction, which will place their nation under the feet of ours. May you give them proof, at their own expense, of what a Frenchman can do a Frenchman from Auvergne. May you do them as much harm as they wish on us, is the devout hope of him who, while begging you to pardon the length of this letter, begs to remain

Your obedient scervant,

Gilbert du Motier, marquis de La Fayette.

(A footnote here tells that the foregoing letter is one of a lot of 24 orthograph letters from La Fayette to d'Estaing.)

These letters are in the National Archives in Paris.

D'ESTAING replies:

"I await you, Monsieur le Marquis, with the greatest impatience. It is you who have influenced opinion and inspired aid. This is of the first importance. You understand the art of making things go. You will have acquired a

large share of glory, when I shall have the honour of embracing you. I very much fear that the distance of the batteries will compel me to make more noise than progress. The American shores perplex me, and my landing force is already much broken up."

On the 22nd of July the Admiral returned to Sandy Hook with a fair wind. His ardent desire is to attack the English in New York Bay. But after having discharged a few broadsides, he departs southward, believing the project to be impracticable. Unfortunate impression! because between the 22nd and 30th several English ships arrive, one by one, at Sandy Hook, which were separated by storms from the main squadron which Admiral Byron was bringing from Plymouth to support Admiral Howe. (The other ships of the squadron made for Halifax.) As soon as these ships had arrived, Howe being thus reinforced, puts to sea with a squadron composed of 13 sloops of war, 7 frigates, and several transports, to engage the French fleet, which he discovers off New Port. d'Estaing had arrived there on July 29th. At half past three o'clock in the afternoon, according to the record in the Nautical Journal, the wind being southwest, of moderate freshness, and the weather clear, the squadron came to anchor outside the bay of Rhode Island (off or at the entrance to Narragansett Bay) at three cables' length from the land, and in 20 fathoms of water, mud bottom.

The following day the "Sagittaire" and the "Fantasque" entered the Bay of Conanicut by the West Passage, "l'Almène" and "L'Aimable" by the East Passage, and on the 8th the squadron entered by the Middle Passage. The batteries commenced firing; the balls falling short of the ships, their fire was not returned. But when they came within range, and the balls flew over the ships, the latter replied, and the cannonading continued for half an hour. By that time the squadron having passed to the northward of New-Port, beyond range of the fire of the batteries, they came to anchor in 18 fathoms of water, bottom sand and mud. The defenders of the city, fearing that they might be unable to resist the attack, set fire to a ship of 50 guns, and scuttled a frigate of 28.

(It seems quite likely that the ancient swivel gun in our Marine Museum was taken from one of these ships.)

On the 9th the fleet of Admiral Howe made its appearance. d'Estaing re-embarks the troops which had been exercising on the island of Conanicut, preparatory to making the attack on Newport. On the following day the cables were cut and the squadron got under way to engage the enemy. At 9 o'clock the ships had gained the offing and were drawn up in order of battle, the flagship in the center. Then the whole English fleet, numbering 36 ships, was observed to be standing away, under clouds of canvas dead before the wind, steering a south-south-westerly course. Throughout the day, under full sail, the French ships gave chase, but without being able to overhaul the enemy.

On the 11th d'Estaing wished to attack, but the wind was blowing so hard that he cannot use his guns to advantage; and on the 12th the gale becomes so furious that the "Languedoc" is partially dismasted and her rudder carried away. The following day the flagship, in a heavy sea, is attacked by the "Renown" and defends herself valiantly until nightfall. On the 14th the squadron rejoins the "Languedoc" and the pursuit continues until the 16th, when all the ships of the squadron come together, except only the "César." It is discovered that the damage to the French naval force is too great to permit the admiral to make an attack with any hope of success. Consequently he makes sail for Boston, comes to anchor outside the bay, enters the bay on the 27th, and finds there the "César," which, following a severe engagement, **has been making repairs there for the past 8 days.** Howe appears on August 30th, but too late. Our fleet is safe in port, under the protection of the forts and batteries well placed along the shores, and engaged in repairing the damages **caused by the gale.**

The abandonment of the bay of Conanicut was a sore disappointment to the army of the Congress. d'Estaing had refused the supplications of La Fayette, Sullivan, Hancock, Greene, and others. Consequently all hope of capturing New Port had to be given up. Sullivan had crossed to the island by way of Howland's Ferry, with the intention of making an attack upon New Port in conjunction with the French fleet. Because of the departure of the latter, he was forced to retreat, pressed hotly by the English and the Hessians whose attacks he withstood for a while at Quaker Hill (The

Battle of Rhode Island) after which he made good his retreat by Bristol and Howland Ferries. The following day General Clinton arrived to re-inforce the garrison at Newport, consisting of 4,000 men under the command of General Picot, and supported by a small squadron.

Sullivan was not afraid to express his displeasure in terms most wounding to the allies. He published a *mémoire* at his camp near Newport, dated August 22nd, part of which ran as follows:

“Based upon the foregoing counts of misconduct we voice a solemn protest against those actions which are derogatory to the honour of France and contrary to the interest of His Most Christian Majesty and his people, pernicious to the last degree to the prosperity of the United States of America, and a gross outrage to the alliance which exists between the two nations.

On the same day when this protest was being penned, La Fayette was writing to d’Estaing as follows: “Would you believe that they have dared to invite me to a conference called for the purpose of protesting against the behaviour of the French fleet? I have told these gentlemen that my country is dearer to me than America, that whatever France does is right, that Monsieur le Comte d’Estaing is my personal friend, and that I will back these sentiments with a sword which will never have been put to better use. I have told them that if they lacked delicacy by inviting me to their meeting, I should not employ delicacy in the expression of my sentiments. Everybody has hastened to make excuses to me and to assure me they have no desire to force an opinion from me. However, consider the situation in which I am placed. At every word which shall be spoken henceforward I shall be looking for one which I shall have to avenge. I must confess, however, that the general feeling of consternation consequent upon the failure of the fleet, is greater than I had imagined. Pardon me, M. le Comte, this is not the first time I err through excess of candour. I told you the other day all that I knew; and now I tell you today all that I see and more than I expected. My heart shall always be open to a man whom I respect as much as I do you. Good by, Monsieur le Comte. They are magnifying to me the dangers you are running in going to Boston and they terrify me. I

shall not have a moment's rest until your arrival. I pray you to accept the homage of my admiration for your virtues, your patriotism, and everything which causes you to be loved and respected by La Fayette."

The attitude of Sullivan toward the honorable commander of the fleet sent out by an old State to aid in the triumph of a cause which at that time was considered very doubtful, was far from meeting the approval of the wise Washington, who roundly censured his imprudent lieutenant. And indeed the other American generals did not fail to criticize it. On the 23rd September General Greene, although he had affixed his signature to the offensive memorandum, wrote to Count d'Estaing: "I am shocked beyond measure by the tone and the contents of the letter which General Sullivan has written you. The more I think of it the greater is my astonishment that it should have been written. I am convinced that his heart did not dictate it. I have often heard him speak of Your Excellency in terms of the greatest respect and give you credit for marked ability, politeness, and undeviating loyalty and persistence in matters of duty. His letter is so far from the usual tone of his conversation that I cannot imagine what sudden freak of the mind has inspired it. I cannot help thinking he is laboring under a delusion. But no matter what are the sentiments of General Sullivan, I beg your Excellency not to think they are shared by the other American generals. I can assure you with as much sincerity as truth that you are not only respected but actually venerated by them because of your spotless reputation. And permit me to add that there is no one more deeply penetrated by these convictions than myself. We consider ourselves to be under the greatest obligations to France for her generosity and her timely assistance."

General Gates had written d'Estaing as follows:

"The wisdom of your judgment in repairing to Boston to make good the losses and the damage inflicted upon your ships by the gale, has already been recognized by all the Americans." La Fayette remarked that it was altogether possible to displease General Sullivan and the other people of New England, without precipitating a quarrel with General Washington and the Congress, the two great motive powers in all our enterprises.

Finally, in a letter in cipher written by M. Gérard de Rayneville to Admiral d'Estaing: "Congress has communicated to me all that has occurred between you and General Sullivan, and has asked for my personal opinion regarding the protest of the American army made to you soon after your departure from the Bay of Rhode Island. I have given them to understand how eminently desirable it would be if that protest had never been made; and how desirable at this moment that it should not be permitted to circulate among the people, because their interests would be adversely affected by its publication, no less than the reputation of the arms of the king and his officers."

It was resolved to maintain the most rigid secrecy regarding the whole affair. "The protest addressed to you has been suppressed, and General Sullivan has been instructed to suppress all references to it. Every precaution is being taken to prevent its wider circulation."

In despite of the calm and dignified behaviour of the French sailors, grave disturbances followed the retreat of the squadron. At Charleston, South Carolina, Sept. 6th, the populace vented its resentment upon a landing party of French seamen, by taunts, threats, and insults. Shots were exchanged, several were killed and wounded on both sides, and finally the city authorities were called upon to quell the rioting. On the 8th a sanguinary encounter took place in Boston, and two French officers, Monsieur de Pléville and le chevalier de Saint-Sauveur were wounded. On the 9th September the chevalier de Borda wrote to Count d'Estaing as follows: "Last evening a quarrel occurred between the Americans and some of our sailors and soldiers which has had tragic results: Messieurs de Pléville and Saint Sauveur, who intervened to quell the riot, were both wounded, the latter seriously. These brave gentlemen had rushed to the assistance of their compatriots whom they believed to be in danger of their lives."

On the 15th September Saint-Sauveur died. Great anxiety was felt by the American authorities concerning the possible consequences.

SQUIRE LITTLE OF LITTLE COMPTON

In Little Compton is the tomb of Elizabeth Pabodie, daughter of Mr. and Mrs. John Alden, and, according to the inscription, the first white woman born in New England. This is no fresh scent for a genealogical ferret, nor is it news. But if it were, the tranquil, sleepy village would have no means of telling the world. For many years the voice of the press has been still in Little Compton, though it rang with authority half a century ago when the townsfolk not only read a local newspaper but had a wide choice of home products in frenzied fiction as well.

A torn, discolored little pamphlet which had lain for many years in some remote corner of our library, was recently brought to light, and the imprint, "LITTLE COMPTON, R. I., Printed and published by P. F. Little, 1856," riveted our attention. A printing press in Little Compton at that remote period! Preposterous! But there it was.

We searched among our records for traces of Mr. Little, and here is what we found: P. F. Little, Esquire, author and journalist, was also job printer, deputy sheriff, commissioner of deeds, and manufacturer of Laura Keene Hair Dye and Little's Diaphanic Soap, according to his business card. "Come one, come all!" it invited. "Examine specimens and leave your orders! ! N. B. Suits in Justice Court promptly attended to!"

A gaunt, austere figure with searching eyes and strikingly black hair . . . an excellent advertisement for one of his products . . . Squire Little engaged in his multifarious endeavours in a small cottage which stood on the site of the present Grange Hall. There, single-handed, he compiled, set up, printed and distributed two newspapers, *The Little Compton Platonic* and *The Village Bell*, while with equal zeal he marketed his dye, soap and legal advice. He must have been, one supposes, very busy, or at least ambidextrous. Certainly there was an almost technocratic quality about Squire Little, except that he had an imagination which he did not long permit to remain idle, but harnessed to lucrative ends. The result was a series of flaming romances for which he was at no pains to find a publisher.

Under the imprint of his own press there appeared between 1858 and 1880, the following works, executed in the Dime Novel tradition:

“THE DESERTERS”—A thrilling and exciting story of the Rebellion. If you begin to read this story you will want to finish it before laying it down.

“THE BELLE OF POCASSET”—A Romantic Wedding or Marrying with a Vengeance, in connection with a business card directory. (Proof that the author preserved a nice balance in his works as well as his ledgers.)

“THE YANKEE PRIVATEER ANTELOPE OF THE NARRAGANSETT,” a Thrilling Story of the Last War on Land and Sea. (Needless to say the *blurbs* are Squire Little’s)

He was also the author of “LIVE AND LET LIVE,” “THE LEGAL ADVISER,” “THE ADOPTED DAUGHTER,” and of “A SAILOR’S NARRATIVE OF TWENTY-FOUR VOYAGES, or THE ADVENTURES OF JOSEPH J. GRINNELL of LITTLE COMPTON, R. I.,” giving an account of his imprisonment, his being condemned to be hanged, and his miraculous escape. Another work was entitled: “FRAGMENTARY SKETCHES AND INCIDENTS IN LITTLE COMPTON AND TIVERTON DURING THE REVOLUTION AND THE WAR OF 1812, NEVER BEFORE PUBLISHED.” This appeared in 1880.

Following is a quotation from the exciting pages of “THE YANKEE PRIVATEER ANTELOPE OF THE NARRAGANSETT:”

The moment Captain Holden saw the craft he recognized it to be Sir Thomas and no less personage than Clotilda, and with a palpitating heart he made an excuse into the cabin and took a glass of Jamaica; for he felt nervous and languid.”

GIFTS TO THE MUSEUM

- Old Marine Spy glass, which belonged to one of his ancestors.
Gift of John S. Coggeshall.
Drawing of the magazine at Fort Greene, by Jonas Bergner.
Gift of Jonas Bergner.

LIBRARY GIFTS

- A map of the Acquidnesset or North Purchase of the Ather-ton Partners.
A list of the Publications issued by the Society of Colonial Wars in Rhode Island.
The Muster Rolls of Three Companies enlisted by the Colony of Rhode Island in May, 1746, for an expedition against Canada proposed by Great Britain.
A plat of the land of Capt. Henry Bull at Pettaquamscut. Jan. 8, 1729.
Roger Williams and the King's Colors: the documentary Evidence, by Howard Chapin.
The petition of Abigail Lay, relict of John Lay of Lyme, to the General Court of Connecticut: to which are added other documents relating to King Philip's War.
A letter from the Council of the Colony of Massachusetts Bay to the Council of the Colony of Connecticut, April 7, 1676.
Samuel Gorton's letter to Lord Hyde in behalf of the Narragansett Sachems.
The Narragansett Mortgage—the documents concerning the alien purchases in Southern Rhode Island.
William Withington's plat of Boston Neck with a description of the shares of the proprietors.
A letter by Capt. Wait Winthrop from Mr. Smith's in Narragansett to Gov. John Winthrop of the Colony of Connecticut, 1675.
Gifts of the Rhode Island Society of Colonial Wars.
The Auchmuty family of Scotland and America by Annette Townsend. (Gift of Annette Townsend.
Decimal, a modicum of verse.
Gift of Mrs. Ada Borden Stevens.
Rees family history by Gladys W. Lawrence
Lawrence family history by Gladys W. Lawrence
Gifts of Gladys W. Lawrence.

John Underhill: Captain of New England and New Netherland, by Henry C. Shelly.

Gift of Myron C. Taylor.

General Matters during the War of 1812, by Major Edwin N. McClellan.

Gift of Major Edwin N. McClellan.

Wah 'Kon—Tah: The Osage and the White Man's Road, by John J. Mathews.

Gift of Allen P. Hoard.

Frances; the Falconer's Daughter, by Mrs. Elizabeth N. White.

Gift of Mrs. Elizabeth N. White.

The birthday of the U. S. Marine Corps, by Major Edwin N. McClellan.

Gift of Major Edwin N. McClellan.

Boyd's Newport Directory, 1856/7.

Gift of Miss Ada Crandall

Proceedings of the Wyoming Commemorative Association.

Gift of Wyoming Commemorative Association.

The Recorder.

Gift of The American Irish Historical Society.

Bulletin of Rhode Island School of Design.

Gift of Rhode Island School of Design.

Bulletin of the Fort Ticonderoga Museum.

Gift of the Fort Ticonderoga Museum.

Rhode Island Historical Society Collections.

Gift of Rhode Island Historical Society.

The Wisconsin Magazine of History.

Gift of the State Historical Society of Wisconsin.

Atlas of the Historical Geography of the United States.

Gift of Carnegie Institution of Washington.

Coddington Records, descendants of William and Benjamin Coddington of Maryland, by Rev. Herbert G. Coddington.

PURCHASED FROM BOOK FUND

The Magazine Antiques.

The New England Quarterly.

Gouverneur Kemble Warren; the life and letters of an American soldier, 1830-1882, by Emerson G. Taylor.

Mumford Memoirs; being the story of the New England Mumfords from the year 1655 to 1900, by James G. Mumford.

The Northmen in New England or America in the tenth century, by Joshua T. Smith.

Families directly descended from all the royal families in Europe, 495 to 1932, and Mayflower descendants, by Mrs. Elizabeth M. L. Rixford.

Heraldry in America, by Eugene Zieber.

The House of Waltman and its allied families, by Lora S. LaMance.

Old houses in the South County of Rhode Island, by National Society of Colonial Dames.

Rhode Island Day at the World's Columbian Exposition, Chicago, Illinois, October 5, 1893.

History and genealogy of the ancestors and some descendants of Stukely Westcott, by Roscoe L. Whitman.

LIBRARY EXCHANGE

New York Public Library Bulletin.

From the New York Public Library.

The Mainstay.

From the Seamen's Church Institute.

Ohio Archaeological and Historical Society Quarterly.

From the Ohio Archaeological and Historical Society.

The Electric Spark.

From Dr. Bates Sanatorium.

Redwood Library Booklist.

From the Redwood Library.

Michigan History Magazine.

From the Michigan State Historical Society.

Museum Notes.

From Buffalo Historical Society

Quarterly Bulletin of the New Bedford Free Public Library.

From New Bedford Free Public Library.

Old-Time New England.

From Society for the Preservation of New England

Antiquities.

New England Historical and Genealogical Register.

From the New England Historic Genealogical Society.

New York Historical Society Bulletin.

From the New York Historical Society.

Register of the Kentucky State Historical Society.

From the Kentucky State Historical Society.

Minnesota History Bulletin.

From Minnesota Historical Society.

The Vineland Historical Magazine.

From the Vineland Historical and Antiquarian

Society.

Annual Report of the Connecticut Historical Society.

From The Connecticut Historical Society.

SOCIETY NOTES

The episode of the discovery of a letter in the vault of the City Hall, written by the Mayor of Newport in the Isle of Wight to the Citizens of Newport, Rhode Island, in 1846, was related in our Bulletin of January, this year.

Here is the sequel to it:

The Daily News very kindly executed an admirable reproduction of our engraving representing the edifice in High Street, Newport, Isle of Wight, which bears a striking resemblance to our old City Hall. We wrote to the Mayor of Newport, I. W., sent him a copy of the Daily News containing the reproduction, and in due course of time received from him the following letter:

Guildhall,
Newport,
Isle of Wight,
28th January, 1933.

Lloyd Minturn Mayer, Esqre.,
Secretary,
Newport Historical Society,
Newport, R. I.,
U. S. A.

Dear Sir:—

Your letters of the 5th and 7th of December last to me, together with the Photograph and Newspaper also forwarded, were brought before the New-

port, Isle of Wight, Town Council at its last Meeting and the whole of the Members present, one only of the twenty-four Members being absent through illhealth, were very interested. I was asked to convey to you the best thanks of the Council for your very cordial greetings and for the very happy thought which had prompted you to write to me. It was also decided to record your letter on the Minutes of the Town Council.

You will be interested to know that there is now on the Newport, I. W. Town Council a Member, Councillor Francis Joseph Templeman Mew, M. A., who is a great grandson of the Mr. Benjamin Mew who was Mayor of the Borough in 1846.

The Photograph of a section of our city in which one prominent building in particular is strongly reminiscent of an edifice conspicuous in our High Street, is being framed and I am arranging for it to be displayed with a title in the Council Buildings.

I enclose a copy of the principal Isle of Wight Newspaper, published at Newport, containing reproductions of the Photograph and engraving referred to by you.

With a view to deepening the bonds of friendship between your City and this ancient Borough, may I suggest that the children in the schools of your City should correspond with children in the schools here. If this suggestion is entertained, I shall be pleased to do what I can to further the arrangement.

I am, Dear Sir,

Yours very truly,

J. A. Mitchell,

Mayor of Newport,

Isle of Wight.

In courteous recognition of

our action in sending him the copy of our Daily News, Mr. J. A. Mitchell, Mayor of Newport, I. W., sent us a copy of "The Isle of Wight County Press," the leading paper of the island, printed in Newport. Conspicuous on Page 2 of the issue are two fine, large, clear reproductions of the pictures of the two buildings in the two Newports which are marked with such extraordinary similarity to each other. They are placed one above the other, and this clever trick of juxtaposition accentuates their likeness.

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Bulletins of the Society for sale at the Society's Room.

BULLETIN

OF THE

Newport Historical Society

Number Eighty-eight

NEWPORT, R. I.

July, 1933

Annual Meeting Number

PAPER

“More Wanderings of a Newporter in Genealogical By-Paths”

BY

MISS EDITH M. TILLEY

Reports of President,
Secretary,
Treasurer,
and Chairmen of Committees.

MORE WANDERINGS OF A NEWPORTER IN GENEALOGICAL BY-PATHS

By Edith May Tilley

When last you accompanied me on a genealogical ramble we took the paths near home. Today we shall venture a little farther afield, but may I hope that we shall return refreshed and benefitted by the little change.

While we were still on the highway—those original records which you will remember as the best of authority in genealogical research, let us look a little more closely, for the court records and wills have many a story for the seeing eye and the understanding heart.

"Being disigned out into the Eastward Frontier, and not knowing whether I may ever return back to my House and home again."

"Minded to set my house in order before I die." These are preliminary remarks by ancient testators.

Another requested that the mourners go singing to the grave.

Lawrence Washington of Sulgrave Manor bequeathed to one Widow Compton so much of a cottage "as she now possesseth, as long as she well and honestly behave herself, making no reparations thereupon, and paying no rent therefor, other than one red rose at the feast of St. John the Baptist yearly."

In 1722 a Cambridge man bequeathed to his wife the best room in his dwelling and "liberty of doing her work in the middle room, and a quarter part of a cellar under the best room."

Another said "if any of my children do not sit down contented with what I have done, they shall have no more than 20 shillings beside what they have already had." He mentioned his wife as "my loving yokefellow Jane."

Church records and vital statistics, too, we find along the main highway, and often they are of the greatest value to the searcher, and exceedingly interesting to the wan-

derer. If a clergyman had a long incumbency, he probably kept very full private records, and sometimes added his own views of a subject or impression of his people.

In 1674 a Roxbury Divine noted the death of a woman who had been "a widow afore. She lived not only till past use, but till more tedious yn a child. She was in her 89 year."

A New Hampshire clergyman frequently added to his marriage records "To whom the Lord be merciful."

He married James Davis, batchelor and Mary Stevenson, elderly maiden; and James Lindsay, Batchelor and Ann Gypson, widow, in clothes all borrowed. Perhaps this was for the same reason that shift or smock marriages were performed at the cross roads. In every case, I believe, the bride was a widow, clad only in a shift or smock, sometimes she was obliged to cross the King's Highway four times. In this way the bridegroom escaped the responsibility of the bride's debts.

The records of births, deaths, marriages and intentions of marriage were kept more or less completely, by the town clerks. But be a little wary in accepting the record of intentions unless you are sure that the ceremony was performed, for sometimes stern parents forbade the banns, and occasionally the fair ladies changed their minds. Witness this item recorded in Dartmouth. A publishment of intentions was followed a week later by a letter to the Town Clerk.

Mr. Tripp: I have altered my mind as Mr. Jones is not agreeable to my mind. I want to have the Publishment that stands between Mr. Jones and myself to be void. Yours to service. N. B. You must excuse me for putting you to so much trouble.

A turn to the right, and once more we find ourselves on the path that leads to nomen-clature.

An early will mentioned sister Pain, nephew Stern, father-in-law Quarrel and wife Maudlin. Alas, sighed the copyist, there should have been a Makepeace.

How would you like to be called Aldibarenti phoscophorino?

Punning names were popular in England—Robert New named his sons Nothing and Something New. We find Ster-

ling Price, Pepper Mixer, Lemon Peel, Salt Codd, and Always Gentle, Dunn Brown and Friend Bottle. Here we find Comfort and Truth Shall Prevail Starr, and Salmon Green Pease; and on Cambridge records are Faint Not Wines and Faithful and Suretrust Rouse. Perhaps you may know that Cherry Stone had a daughter Love. And if Makepeace is interesting to you how do you like Wait awhile Makepeace.

Another little turning and we find ourselves reading what might be called the oldest epitaph in the world.

Mrs. Forbes, in her delightful book on "Gravestones of Early New England" tells us that the description of this is in Cotton Mather's *Magnalia*. We read in I Samuel, VI, 18, he said, concerning 'the great stone of Abel.' Some say that Adam erected that stone, as a gravestone for his Abel, and wrote that epitaph upon it. "There was poured out the blood of the righteous Abel."

The death of Adam himself is recorded in Hebrew Chronology, "died 3074 aged 930." Again we find him in the genealogy of the Saxon Kings in the archives of the College of Arms, in London. Here the pedigrees of the English nobles have been filed since the days of King Richard III, in a beautiful leather bound book artistically illuminated. The biographer, who lived about 1250, placed them as direct descendants of Adam, and consequently felt obliged to record his death. "Adam, created by the Almighty Lord, dieth at the age of 87 of gout, and was buried in Hebron."

Before the Revolution the most popular Epitaphs were variants of these couplets.

As you are, so were we,
As we are you shall be.

As I am now so you must be
Prepare for death and follow me.

In a search for the origin of these we recall the tombstone of the Black Prince, 1367, in Canterbury Cathedral. It begins thus:

Whoso thou be that passeth by
Where these corps Entombed lie;
Understand what I shall say
As at this time speak I may,
Such as thou art, sometime was I
Such as I am, such shalt thou be.

But it remained for a canny Vermonter 500 years later,
to add these lines:

To follow you I'm not intent
Until I know which way you went.

The burying ground in Harvard Square, Cambridge, is
of particular interest. The first mention of it is in 1635,
when it was ordered that the burying place shall be paled in.
We find it rented out in 1700 to one Aaron Bordman "To
keep sheep in" he paying 6 shillings for the year.

An inscription dated 1783 bids

Farewell, vain world, I've had enough of thee,
And now I'm careless what thou sayest of me,
What fault thou sawest in me take care to shun,
There is work within thyself that should be done,
Thy smiles I count not, nor thy frowns I fear,
My cares are past, my head lies quiet here.

Over in Putnam, Conn., is a short Epitaph "Death Ends
all social obligations."

From tombstones it is but a step to the newspapers—a
never-failing source of information and interest. In an issue
of 1785, these lines followed a marriage record:

May she love him, and may he her behold
Advanced in years, but never think her old.

One couple was noted by the Providence Journal as
marrying "after a tedious courtship of one hour and twenty-
five minutes.

Now shall we follow the winding path that leads to collecting? Lest it lead also to an empty purse, let us enjoy the treasures we see by the wayside, and even thus acquire for ourselves unmeasured joy and understanding.

From old inventories and wills we learn of ancient household furniture and utensils; from letters and account books we draw inferences concerning those early lives at home and in business, and there seems no amount too great to be paid for these homely records of bygone days.

In a delightful Mother Goose for Antique Collectors by Alice Van Leu Carrick and Kenneth Allen Robinson, I found this little verse.

The Man in the Moon
Came down too soon
With a letter by Button Gwinett,
In the year seventy-five
When B. G. was alive,
So there wasn't a Picayune in it.

A few years ago a Button Gwinett manuscript was sold for \$51,000, the highest price ever paid for an American document until recently when Gabriel Wells paid \$53,000, for the Olive Branch Petition from the Colonies to King George the third. This was a vain effort of our Continental Congress to avoid war, and bears the autographs of 46 persons, 26 of whom also signed the Declaration of Independence.

Not long ago, in New York, the sum of \$6,300 was paid for a Rhode Island block front desk, and a Philadelphia highboy brought \$4,000.

No wonder Mrs. Carrick wrote

Needles and Pins, Needles and Pins!
When your wife starts antiquesing,
Your trouble begins.

Have you ever read the history of America in China? Over a century ago, English potters, with an eye to the American market, decorated china with local American views, some of which have been perpetuated in no other way, and even sent artists over here to make the drawings. Por-

traits of statesmen and Naval Heroes, Lafayette's famous visit, marvels of the age, and views of different towns will give you a surprisingly complete record of this country.

And now let us pause for a moment to rest beside the blue bridge on the willow pattern. I hope your grandmothers told you its love tale as a bedtime story.

"So she tells me a legend centuries old,
Of a Mandarin rich in lands and gold,
Of Koom-Shee fair and Chang the good,
Who loved each other as lovers should.

How they hid in the gardener's hut awhile,
Then fled away to the beautiful isle.
Though a cruel father pursued them there,
And would have killed the hopeless pair,
But kindly power by pity stirred,
Changed each into a beautiful bird.
Here is the orange tree where they talked,
Here they are running away,
And over all at the top you see
The birds making love away."

Shall we linger for a moment beside that vast field of heredity? Most of us believe that we are the sum of our ancestors, that blood tells story after story of joy or sadness. Many illustrations could be given. The Kallikak family with its long line of mentally deficient and the Chicago Jukes family, with criminal after criminal—and the illustrious descendants of Richard Edwards and his beautiful wife, are oft told tales.

A recent Lowell Institute lecturer pointed the way to a new line of research in heredity. It concerns something which happens frequently in everyday life. Have you ever been mistaken for someone who is a stranger to you? Or have you been told that you have a double? Dr. Van Bemmelin asserted that there is a reason for this, that all facial resemblance is a consequence of blood relationship, however remote. This conclusion, he said, was based on genealogical investigations and on the study of resemblances which appeared in many family portraits.

However absorbing we may find the subject of heredity we must not lose ourselves in its mazes, lest we share the predicament of that dear but so bewildered hero of that charming play, "Berkeley Square." We will plant our feet firmly on the ground, and follow a truly old trail, wherever it may lead.

Long before the cow paths, long before the earliest white settlements, American Indians were leading their tribes on expeditions for war or more peaceful trips for fish and game. The feet of the countless braves and their ponies wore well-defined paths, which were sometimes depressed a foot or two below the ground level. Roger Williams said of the Indian Trails "It is admirable to see what paths their naked, hardened feet have made in the wilderness, in the most stony and rocky places."

On one of these trails, over the route now followed by the Shore Line trains, a monthly post was established about 1690, and a few years later, over the same roads and trails with only the escort of a hired guide, a brave woman travelled to New York on horseback. For fourteen days she rode, sometimes many miles without shelter or food. This remarkable woman was Sarah Knight, a prominent resident of the North End, Boston. She was active in the life of the town; taught the children of the neighborhood to write, and tradition says that among them were the Mathers and Ben. Franklin. Perhaps she afterwards told them stories of her journey, which Franklin must have remembered when, nearly 60 years later as Deputy Post Master General he travelled over this Boston Post Road in the comfortable chaise of his own design and laid the milestones then needed in computing the new postal rates between Boston and New York. Madame Knight had considerable skill with her pen, and we find in her journal splendid descriptions of the country and the people she encountered.

In 1744, Dr. Alexander Hamilton, an old acquaintance and school friend of Dr. Moffatt, of Newport, took a journey and kept a diary. He was surprised at the "comical names" of the New England damsels—Thankful, Patience, Charity, Comfort and Hope. In Newport he was disappointed to find that the conversation at the Philosophical Club was chiefly of vessels and privateering and no matters of philosophy

were brought upon the carpet. He said of the Malbone House—"I went with the Doctor (Moffatt) at ten o'clock to see a house about half a mile out of the town, built lately by one Captain Malbone, a substantial trader there. It is the largest and most magnificent dwelling house I have seen in America. It is built entirely of hewn stone of a reddish color; the sides of the windows and the corner-stones of the house being painted like white marble. It is three stories high and the rooms are spacious and magnificent. There is a large lantern or cupola on the roof, which is covered with sheet lead. The whole staircase, which is very spacious and large, is done with mahogany wood. This house makes a grand show at a distance, but is not extraordinary for the architecture, being a clumsy Dutch model. Round it are pretty gardens and terraces with canals and basins for water, from whence you have a delightful view of the town and harbour of Newport, with the shipping lying there."

He also spoke of our women, saying "This town is as remarkable for pretty women as Albany is for ugly ones, many of whom one may see sitting in the shops in passing along the street."

He put up at Nicoll's at the Sign of the White Horse.

In his and several other diaries, and in any advertisements we find that the Island is famous for making of good cheeses.

Burnaby in 1759, said, "The butter and cheese are excellent."

Some time ago Mrs. Charles F. White of Brookline, gave me this copy of a portion of a diary kept by Elder Nathan Pearce, of the Newport family. He also wrote an interesting poem entitled

"A WATCH FOR A WISE MAN'S OBSERVATION"

By Eld. N. Pearce.

- I There is one God in wisdom glory might
One faith to guide our souls aright
One birth for men to practise in
One baptism to cleanse our souls from sin.

- II Two testaments there are the old and new
Wherein the law and gospel thou mayest view
The one for works and deeds doth precepts give
The other saith by faith the just shall live.
- III Three persons in the Glorious Trinity
Do make one true God in perfect unity
The Father Son and Holy Ghost these three
Forever Equal and Eternal be.
- IV. Four most divine and righteous holy men
They did the life of our Redeemer pen
'Twas Matthew Mark nay Luke and John likewise
Whose righteous truths let every christian prize
- V Five senses doth in every man maintain
A governing of power rule and reign
Thy hearing seeing feeling tasting smelling
Which all at death will leave thee and their dwelling
- VI Six days thou hast O men to labour in
So merciful and good thy God has been
Of seven to himself he takes but one
O rob him not of that to leave him none
- VII Seven liberal arts by divine decree
Unto man's knowing soul united be
Arithmetic, Music logic and Geometry
Mathematics Physic and Astronomy
- VIII Eight persons in the ark of Noah were
When God He would the world no longer spare
Sin did abound therefore all flesh was drowned
Which in that ship of safety was not found
- IX Nine Muses they harmonious voices raise
To sing our blessed dear Redeemer's praise
Who is the spring and source from whence all blessings flow
To us poor living mortals here below. . . .

- X There's ten commandments which we ought to obey
But yet how apt we are to go astray
Breaking them all our folly to pursue
As if we did not fear what God could do.
- XI Eleven disciples did with Jesus pray
When Judas did the Son of God betray
Through covetousness for greedy gain he fell
To be perdition's child condemned to hell
- XII Twelve Patriarchs there were among our fathers old
Twelve articles our christian faith doth hold
Twelve gates in the New Jerusalem there be
Unto which city Christ brings me and thee.

It would be of interest to discover the remainder of the diary, and I hope that some day it may be located by a member of our Society.

The genealogical data is from the Family Bible, also the "Grandfather's Clock" verse.

Eld. Nathan Pearce Esq.

Born April 22d, 1705. New Port, R. I.

Died March 15th, 1790. Pawling, N. Y.

Married to Abigail Spink, the 8th of October, 1724.

Abigail Pearce died Jan. 7, 1791, 87 yrs, of age.

Children born.

Sarah Pearce, Aug. 19th, 1725

Abigail Pearce, Feb. 10", 1727/8

Benoni Pearce", Nov. 23, 1730

Ephraim Pearce, March 15", 1733/4

Susannah Pearce, April 27", 1736

Margaret Pearce, Oct. 7", 1738

Nathan Pearce, Jan. 17", 1740/41

Phebe Pearce, May 25", 1743

William Pearce, Sept. 12", 1745

Names of the Family	When & where Parents born	When & where married	When & where died
John Birdsall	Nov. 9, 1763	Sept. 3d, 1786	April 24, 1850 Bainbridge
Mary Potter	April 18, 1770 Pawling, N.Y.	Pawling, New York	June 6, 1851 Maryland

Children:

Margaret	Nov. 27, 1787 Pawling, N.Y.	To Nahum Smith, Feb. 16, 1808	July 9, 1861 Otego, N. Y.
Susan	Feb. 1", 1790 Kinderhook	To Nathan Pearce, April 25, 1820	
Nathan	Dec. 19", 1792 Unadilla	To Ruth H. Gilbert May 24, 1821	Feb. 15, 1862 Otego, N. Y.
Tacy	May 14", 1795 Unadilla	To William Shepherd Jan. 25, 1818	
Hervey	Feb. 19, 1798 Franklin		Nov. 20", 1801 aged 3 yrs. 9 months
William P.	Feb. 26, 1801 do		June 7", 1803 aged 2 yr. 4 mo.
William Hervey	Jan. 6, 1801 do.	To Harriet Gilbert Feb. 4, 1829	
Laura	March 24", 1806 do	John D. Boncroft, Oct. 29", 1829	June 5, 1882 Harpursville Broome Co., N.Y.

My father died March 20, 1872. He & Mother are buried at Harpursville.

John Oscar	May 4/, 1811 Otego	To Almira E. Butts May 6", 1829	June 11, 1844" 33 yr. 1 mo. 7 days
Henry Pearce	Sept. 14", 1814 do	To Sally M. Cole, Sept. 20, 1838	Mar. 16th, 1904 Died at Harpursville. Buried at Otego

"Oh, my grandfather's clock was too high for the shelf

So it stood ninety years on the floor

It was taller by half than the old man himself

Though it weighed not a pennyweight more.

It was bought on the morn of the day he was born

And was always his treasure and pride


And it stopped——short—— never to go again

When——the old——man——died."

“Providence.

Nov. 18th, 1755, about 4 o'clock in the morning there was a very terrible earthquake it came with a great sound the shock lasted about 2 minutes—it shook the houses so that the bricks fell out of the tops of many chimneys—it was very shocking to many people—About an hour after there was another small shock.

Nov. 22nd, 1755 between 8 & 9 in the evening there came another earthquake the shock was considerable hard lasted about half a minute. Surely these are some of the signs the Lord Jesus foretold and we may conclude the end of all things is at hand O that we may be in preparation for the time.—

Dec. 21st 1756 there appeared, the sun about an hour and a half high in the afternoon two rainbows in this form  the two ends of the lowermost looking like two bright sun dogs—

Jan. 3rd 1758 sun about half an hour high at night there came a vapor of smoke down upon the ground very thick and warm flashes like the steam of warm water, some people smelt a sulphur smell & heard a noise Such an appearance and the warm breaths or flashes I never saw before—”

Such diaries are enormously valuable in giving us contemporaneous pictures of the old days, and often good clues for genealogical research. Past generations keenly felt the necessity of recording the births and deaths of their children in family Bibles.

Let us not, however, follow the example of the Scotch farmer who adopted a curious method of registering the births of his children. He used the blank leaf in his Bible, but instead of dates he entered events to mark the births.

For instance, “Our Betty was born in the day that John Cartrel lost his grey mare in the moss.

Jennie was born on the day they began mending the roof o’ the kirk.

Sandy was born the night my mother broke her leg, and the day before Kitty gaed awa wi the sodgers.

David was born the night the great speat, and three days afore Jamie Miller had a lift frae the fairies.”

Why genealogy? Over and over again the question is

asked. Why do people trace their ancestry? And there is a great variety of replies. Many people have many motives. There is a large group of men and women who desire to join the patriotic and hereditary societies carrying on the work of preserving records and historic spots and educating children and foreigners to become good American citizens. This necessitates an authentic pedigree for the application papers, which are like a rigid examination in this particular subject. (I speak feelingly).

There is an ever-increasing group of people who want to learn about their forbears for their children's sake, and these perhaps are the most thoughtful and earnest of the genealogical students. If you are in this group, do not be discouraged if you discover that your ancestor was fined or imprisoned or hanged, for even the offences and punishments of those days were interesting.

One man in old Newbury was fined for picking pease on Sunday, and a Salem lady in the same pedigree was fined for extravagance in dress, for in the Bay Colony, if a woman was not worth 200£, she might not wear silk hoods or scarfs and a man might not wear gold or silver lace or buttons.

There are many more reasons for genealogical research. Doctors need it in keeping the case history of their patients; social workers for the knowledge of the delinquents; lawyers for securing land titles and for locating heirs to estates; and scientists for the study of eugenics and for this newly discovered theory of second self or doubles.

If you are still asking why, reflect a moment upon the motto adopted by the College of Arms. He who careth not whence he came, careth not whither he goeth.

And now, tho the by--paths still tempt, the Claggett clock, friend of my childhood, warns me that we must not wander too far afield—May I leave with you this thought?

“Thus it is, one generation comes,
Another goes, and mingles with the dust,
And then we come and go and come and go,
Each, for a little moment filling up
Some little place; and then we disappear
In quick succession; and it shall be so
Till time in one vast perpetuity
Is swallowed up.”

THE ANNUAL MEETING

The Annual Meeting was held on Tuesday, June 6th, 1933 at four o'clock. There was a large attendance.

In the absence of the President, Dr. Roderick Terry, the Reverend Stanley C. Hughes, Second Vice President, presided.

The President's Report was read by Mr. Hughes, and deep regret was expressed by the meeting for the President's absence.

REPORT OF THE PRESIDENT

In spite of the fact, which the President states with much regret, of his long absence from the city and inability owing to his age to do much work, the affairs of the Society have proceeded; and under the careful management of our Secretary, in spite of the depression and difficulty of raising money, we have ended the year free of debt. We cannot, however, look forward to another year with any confidence unless the members of the Society by their generous donations will enable us to balance the budget. Our importance in the neighborhood and in the country is constantly increasing, as we may judge by the requests for information repeatedly coming in, which information we are better fitted to supply than others inasmuch as we have to do with the histories, especially the family histories, of Newport.

The general affairs of the Society have been conducted ably by our efficient staff and both in appearance and condition our buildings and their contents are in excellent state of preservation. Efforts also have been made to regulate affairs in the library, as the Report of the Library Committee will show.

The particulars of our history will come out more prominently in the Reports of the Committees, and there is nothing for me to add except my appreciation of the work done by those who have had the charge of the Society in their hands.

The Secretary then read his report:

SECRETARY'S REPORT

Since the last Annual Meeting, June 6th, 1932, six directors' meetings have been held, and three general meetings.

July 18, 1932, meeting of the board of directors.

Aug. 15, 1932, a regular Society Meeting at which Don Riaño, Don Juan de Riaño, former dean of the diplomatic corps in Washington, read a paper entitled:

"A SPANIARD'S VISIT TO NEWPORT IN 1784."

Sept. 19, 1932, Directors' Meeting at which Mr. William R. Harvey was appointed as member of the finance committee to fill the vacancy created by the death of Mr. F. K. Sturgis.

November 21, 1932, Directors' Meeting at which Mrs. W. Eugene Parsons was elected a subscribing member of the Society.

November 21, Society Meeting at which Mrs. W. W. Covell read a paper entitled "NEWPORT HARBOUR IN THE AMERICAN REVOLUTION."

January 16, 1933, Directors' Meeting.

February 20, 1933. A regular Society Meeting at which the Secretary read a paper entitled "NEW LIGHTS FROM OLD HISTORY."

March 20, Directors' Meeting.

May 25, 1933, Directors' Special Meeting.

NEW MEMBERS ELECTED

Samuel N. Booth, Jr.

Mrs. Booth

Mrs. Isadore L. Gould

Mrs. W. Eugene Parsons

Edward L. Dockray

DECEASED—15

Balis, Clarence W.

Burlingham, Hiram

Cabell, Walter Coles

Feb. 8, 1933

Sept. 17, 1932

Aug. 15, 1932

Clark, Elizabeth H.	Aug. 1, 1932
Covell, William W.	Dec. 18, 1932
deForest, George B.	July 6, 1932
Higbee, Edward W.	May 30, 1932
Hillhouse, Mrs. Charles B.	Jan. 4, 1933
Peckham, Mrs. Thomas P.	Feb. 17, 1933
Pierson, Gen. John Fred	Dec. 20, 1932
Safe, Mrs. T. Shaw	April 19, 1933
Scollay, Mrs. John	Nov. 7, 1932
Stevens, Joseph G., 2nd	March 19, 1933
Sturgis, Frank K.	June 15, 1932
Willard, Mary A.	April 27, 1933

RESIGNED—14

Adams, Edward S.	May 10, 1933
Adams, Mrs. Edward S.	May 10, 1933
Buffum, Mrs. William P.	May 4, 1933
Clarke, Audley	Jan. 16, 1933
Clarke, Mrs. Audley	Jan. 16, 1933
Cremin, Henry J.	May 8, 1933
Higbee, Miss Alice	May 3, 1933
Hull, Prof. William J.	May 6, 1933
Lantz, John P.	Feb. 6, 1933
Miller, Mrs. Alfred J.	Jan. 10, 1933
Potter, Mrs. Charles E.	May 3, 1933
Powell, Mrs. Frank	July 11, 1932
Ridlon, Dr. John	May 3, 1933
Stevens, Mrs. William	May 3, 1933

TEMPORARILY SUSPEND MEMBERSHIP AND HOPE TO JOIN LATER—3

Cushing, Grafton D.	May 5, 1933
LeRoy, Mrs. K. M.	May, 1933
Pearce, Miss Edith T.	May 31, 1933

The Treasurer's Report was then read by the Assistant Treasurer.

TREASURER'S REPORT

*Statement of Receipts and Expenses for the Fiscal Year
April 30, 1932—April 30, 1933*

RECEIPTS		EXPENSES	
Dues	\$1,011.00	Salaries	\$3,120.00
State Appropriation	1,000.01	Janitor	581.40
Sales Bulletins	6.10	Loss by Burglar	10.87
Sales Books	4.50	Supplies	81.83
Dividends	1,877.75	Repairs	66.40
Hazard House	1.80	Photographs	3.65
Research Fees	20.15	Electric Light	42.75
Rents	77.50	Gas	8.18
Loan	300.00	Postage	102.96
Roderick Terry	575.88	Coal	462.13
Mrs. Covell, Map	2.35	Typewriter Ribbons	5.25
F. K. Sturgis Legacy	10,000.00	Insurance	165.50
Interest	50.94	Federal Tax	2.06
		Taxes on Forts	14.40
		Printing	30.00
		Furnace Cleaning	1.00
		Express	.72
		Water	12.50
		Extra Compensation	30.00
		Refreshments	22.05
		Cards	1.00
		Directory	6.00
		Telephone	75.60
		Snow Shovel	1.25
		Loan and Interest	302.10
		Savings Bank of Newport	10,000.00
	<hr/>		<hr/>
	15,106.18		15,149.60
Balances, Apl. 30, 1932		Balances Apl. 30, 1933,	
Bank, 123.86		Bank, 84.41	
P. C. 11.27	135.13	P. C. 7.30	
	<hr/>		<hr/>
	\$15,241.31		91.71
			<hr/>
			\$15,241.31

BOOK FUND

1932

April	30	Balance in Bank	\$186 11
July	1	Dividend	51 00
Sept.	7	Sale Alpine Journal	40 72
Oct.	1	Dividend	51 00

1933

Jan.	4	Dividend	51 00
Apl.	3	Dividend	51 00

Total Receipts

\$430 83

Expenditures

1932

May	18	America, Past, Present, and Prospective	\$1 50
June	2	Antiques	8 00
	8	Writers of N. E.	2 08
	10	Naval Hist. Foundation	1 50
	14	American Genealogy	4 15
July	13	London Colonists	5 00
	16	Friends	2 25
		John Carter Brown	21 30
Sept.	7	Federal Tax	06
Oct.	4	Briggs Genealogy	10 00
Nov.	30	Federal Tax	02
Dec.	20	Life of Gen. Warren	4 15

1933

Jan.	12	Mumford Genealogy	5 15
	17	Royal Families	10 00
		Heraldry	14 65
	18	Genealogy	4 00
		Federal Tax	02
Feb.	1	R. I. Day at Columbian Ex.	75
	15	Genealogy (Otsego)	8 50
		Pictures Old Houses	3 00
	28	Federal Tax	08
Mar.	1	John Kelly, N. Room	13 81
Apl.	1	Federal Tax	08
	12	Library Supplies	9 40
	24	Brownell Genealogy	2 50
		Balance, April 30, 1933	131 95
			\$298 88

WANTON-LYMAN-HAZARD HOUSE ACCOUNT

July 16, 1932, Dividend, \$376 82	July 18, 1932	
July 24, 1933, Dividend \$180 00	Paid Leander K. Carr,	
	Treasurer	\$376 82
	Balance	\$180 00
<hr/>		
	\$556 82	\$556 82

FUNDS OF THE SOCIETY

Personal Funds	\$47,208 51
Endowment Funds	1,979 88
Life Membership Funds	1,710 00
<hr/>	
Total Funds	\$50,898 39

INVESTMENTS

<i>In Savings Bank of Newport</i>	\$32,801 30
<i>In Newport National Bank,</i>	
4 shares Newport National	
Bank Stock @ \$60	240 00
3 Liberty Bonds,	
2 of 1000	2,000 00
1 of 100	100 00
	2,100 00
144 Shares American	
Tobacco Pfd. Stock,	
109, 3/8	15,757 09
	18,097 09
	\$50,898 39

The *Personal Funds* include the King Endowment of \$1,000.00, which is invested in 34 shares of American Tobacco Pfd. Stock, the income therefrom being devoted exclusively to the Library

Wanton-Lyman-Hazard House Fund	\$8,000 00
Deposited in Savings Bank of Newport, the income therefrom devoted exclusively to uses of the Wanton-Lyman-Hazard House.	

Grand Total of Funds \$58,898 39

The Report of the Library Committee was read by Mrs. Charles C. Gardner, Chairman.

REPORT OF THE LIBRARY COMMITTEE

The library has had an unusually active and eventful year as I think this report will show.

The number of visitors to the library—those who actually worked in the room—was only 53, but searchers for information to be found in the books and newspapers numbered 317—and the subjects of their search are so interesting and varied that I must quote some of them.—Genealogy by the largest number and next those consulting the newspapers—then old houses, churches, silversmiths, coins, ships, oriental design, Spanish galleons, and the iron mines of New Jersey, etc., etc.—and all were supplied with the information they sought—the only other subject one would expect, perhaps and yet it is not on the list—is Indians. We have a small and growing collection of books and pamphlets on this subject and could answer many inquiries.

One history class of 11 from a public school visited the library with their teacher, and wrote an account of their trip.

A student from Yale and one from Harvard came to our library for help in writing their theses.

We have been able to co-operate with the Redwood Library in a number of ways, and the Public Library recently turned over to us a work on genealogy which would probably never have been used there.

The library has received:

By gift 111 books and pamphlets

By purchase 33

By exchange 76

A total of 220.

And eight volumes have been rebound.

The balance in the book fund is unusually large—\$294.36, but there are one or two bills to be paid from that amount. The library spends the largest proportion of its book fund for works on genealogy, and books relating to the history of Newport, R. I., whenever such books are offered. But the lack of space to shelve our books is becoming increasingly great. One case in the Reference Library, so called, will be moved into the main room and made available for the overflow of books relating to Newport and Rhode

Island—a section at present very much overcrowded. One new bookcase has been presented to the Society as a gift from Miss Tilley.

In order to make room for other and more important works, the Library Committee has withdrawn from the shelves the publications of all historical societies outside of New England, with a few exceptions, although anything of possible value to us in these volumes has been taken out and filed. Those remaining have been offered to the societies that published them if they wish to pay cost of transportation and several have already signified their appreciation of this offer.

During some of the winter and early months of the spring when there were few visitors to the library, the duplicates and discarded books which had been collecting in the basement and were getting into very bad condition, were all brought up into the library—were sorted, examined, cleaned and listed for disposal. They are now packed in temporary boxes, and the next step is to get some second-hand dealer or dealers to buy them. Your library committee are *convinced* that there is not a book of any value to our library among the lot and we secured from the Directors authority to dispose of them. Another lot of more interesting and probably more valuable, as far as money value is concerned, have also been listed and made ready to sell. Any one of the members or their friends who would like to see the lists may consult them at the desk in the office. No book plate of the Society will be left in the books when they are sold. Dr. Terry has most kindly financed this work which was done by Miss Jeannette Swasey in a very efficient manner. More remains to be done, and I hope it can be undertaken in the fall.

During the year the Committee has sold some 30 volumes of the Alpine Journal to the Appolachin Club of Boston for \$10.00.

To Miss Marjorie Wilson of Newport, several odd volumes for \$2.50.

To Captain Brownell, a R. I. Register of 1820 for \$2.00 (a duplicate for us).

To Miss Pauline Weaver, one of the Directors, a number of pamphlets for \$1.00.

A selection of a few rather unusual books from our library has been made by Miss Swasey and will be found on exhibition in the case in the hall.

We are now ready for more visitors and a greater use of the books and I trust the work may develop and increase.

Mrs. Minsenberger has suggested that a letter be sent to the public school principals inviting the history classes with their teachers to come to the Museum and library and make use of our resources. I should like to see this suggestion carried out.

Respectfully submitted,
MILDRED A. GARDNER,
Chairman Library Committee.

The list of acquisitions was read by Mrs. Henry S. Minsenberger:

GIFTS TO LIBRARY

The New England Weekly Journal, April 8, 1728

Mortgage Deed from Jahleel Brenton to Judith

Ayrault, Newport, Sept. 13, 1769

Gifts of Oliver H. P. LaFarge

Paper read at the Washington Bi-Centennial Celebration at Portsmouth, R. I., by Edward H. West

Gift of Mr. West

Decimal

Gift of Mrs. Ada B. Stevens

The family of Strengthfield

Frederick Cobb Pitman & his family

} by Harry An-

derson Pitman

Gift of Mr. Pitman

The Yorktown Sesquicentennial

Gift of Clark Burdick

Writings on American History: Annual Report of the

American Historical Association

Gift of Clark Burdick

The Wisconsin Magazine of History

Gift of State Historical Society of Wisconsin

2 vols. Battles of the United States, by Sea and Land,

by Henry B. Dawson

Gift of Mrs. Edward S. Peckham from

Joseph Stevens Estate

The Recorder, Bulletin of American-Irish Historical Society

Sixth Report of the Judicial Council to the Governor,
Dec. 1932

Gift of the State of Rhode Island and
Providence Plantations

Year Book N. E. Soc. N. Y. 1932

Gift of N. E. Society in the City of New York
Van Hecke Allied Ancestry by Edwin Jaquett Sellers

Gift of Edwin J. Sellers
American & European Swords in the historical collec-
tions of the U. S. National Museum, by Theodore
T. Belote

Gift of the Smithsonian Institute
Bulletin of R. I. School of Design

Gift of R. I. School of Design
Richmond family records, by Henry I. Richmond

Gift of Henry I. Richmond
The Underhills of Warwickshire, by J. H. Morrison

Gift of Public Library
4 vols. The Magazine of History, with notes and queries
Gift of Dr. Roderick Terry

BOOK FUND

The Magazine Antiques
The New England Quarterly

EXCHANGE

The Electric Spark From Dr. Bates Sanatorium
The Vineland Historical Magazine

From the Vineland Historical and Antiquarian Society
Minnesota History From the Minnesota Historical Society
Rhode Island Historical Society Collections

From the R. I. Historical Society
N. E. Historical and Genealogical Register

From the N. E. Historic Genealogical Society
The N. Y. Hist. Soc. Quarterly Bulletin

From the N. Y. Hist. Soc.
55th Annual Report of the Providence Public Library 1932

From Prov. Public Library
Old-Time New England

From the Soc. for the Preservation of New
England Antiquities

Bulletin of the N. Y. Public Library

From the N. Y. Public Library

Redwood Library, Booklist.

From the Redwood Library

Register of the Kentucky State Historical Society

From the Kentucky State Hist. Soc.

The Mainstay

From the Seamen's Church Institute

GIFTS TO MUSEUM

1 bone handled folding umbrella

8 small pictures

Gifts of Mrs. Edward Peckham, from

Joseph G. Stevens, 2nd, Estate

1 old hand saw used in the Southwick Boat House

Gift of Mr. J. Arnold Openshaw

In the absence of a regular Nominating Committee, Mr. Carr was appointed to nominate from the floor, and the following Officers and Directors were nominated:

President.....RODERICK TERRY

First Vice-President.....STANLEY C. HUGHES

Second Vice-President.....WILLIAM R. HARVEY

Corresponding Secretary....MAUD LYMAN STEVENS

Treasurer.....CHARLES E. LIVESEY

Secretary, Librarian and

Assistant Treasurer.....LLOYD M. MAYER

Curator of Coins and Medals... EDWIN P. ROBINSON

BOARD OF DIRECTORS

For Three Years

MRS. HAROLD BROWN

MRS. WALTER N. HILL

DR. WILLIAM S. SHERMAN

MISS PAULINE K. WEAVER

The Secretary was directed to cast one ballot, and the Officers and Directors as nominated were elected.

Mr. Hughes then introduced Miss Tilley, and Miss Tilley read a paper entitled "More Wanderings of a Newporter in Genealogical By-Paths."

A vote of thanks was accorded Miss Tilley for her exceedingly interesting paper and the meeting then adjourned, and refreshments were served, Miss Antoinette Peckham doing the honours of the tea table.

BY-LAWS OF THE SOCIETY

Section 1. The name of this Society is the "Newport Historical Society."

OBJECT

Sec. 2. The object of this Society is to discover, procure and preserve whatever may relate to general history, especially to civil, literary and ecclesiastical history of the United States, the State of Rhode Island, more particularly of the City and County of Newport.

MEMBERSHIP

Sec. 3. The Society shall consist of annual, life, sustaining, associate and honorary members. Annual, sustaining, associate and life members may be elected at any meeting of the Society or Directors. Honorary members can be elected only by the Society. Any individual on payment at one time of fifty dollars, may be elected a life member, and shall thereafter be exempt from all assessments or annual tax. Such other persons as may have rendered service may be elected life members, and be exempt from all assessments or tax.

OFFICERS

Sec. 4. The officers of the Society shall be elected at the annual meeting (or at an adjournment thereof), and shall hold their respective offices for one year, or until their successors are chosen, and shall be

A President, a First Vice President, a Second Vice President, a Third Vice President, a Treasurer, a Recording Secretary, a Librarian, a Corresponding Secretary, a Curator of Coins and Medals, and Board of Directors, consisting of the above officers and twelve others who shall be elected at the annual meeting, four for three years, four for two years, and four shall be elected each year thereafter.

Sec. 5. The annual meeting of the Society shall be held on the last Tuesday in May in each year, at which meeting a report shall be presented by the President in behalf of the Board of Directors, of all business which they have transacted during the preceding year, and additional reports in full shall be presented by the Treasurer, Librarian, and Curator of Coins and Medals. The Society shall hold regular meetings on the third Monday in August, November,

and February, for literary exercises, the election of new members, and such other business as may be brought before it. Special meetings may be called at any time when deemed necessary by the President, or at the request of three members of the Society.

BOARD OF DIRECTORS

Sec. 6. The government of the Society shall be vested in the Board of Directors who, shall have custody of all buildings, funds, securities, and collections belonging to the Society; shall fix salaries and have the general control and regulation of the affairs of the Society in the intervals between the annual meetings. They may elect annual and life members, (but not Honorary). They shall provide for regular literary and other exercises; and make the necessary arrangements for promoting the objects of the Society. They shall authorize the disbursements and expenditures of money in the Treasury, and make such investments as may be ordered by these By-laws and by the Society. They shall hold regular meetings at least once in two months. Special meetings may be called when deemed necessary by the President. They shall organize as soon after the annual meeting of the

Society as possible and appoint the following committees: a Committee on Finance, a Committee on the Library and Museum; a Committee on Buildings and Grounds; a Committee on Literary Exercises; a Committee on Publications; a Nominating Committee; a Committee on Increase of Membership; an Auditing Committee.

The President of the Society shall act as Chairman of the Board, and the Recording Secretary of the Society shall act as Clerk. They may make such rules and regulations for their own government and for the Society's Library and Museum as may be necessary, not inconsistent with these By-laws. Five members of the Board shall constitute a quorum for business.

Sec. 7. At the annual meeting the Society shall assess a tax upon each sustaining member of ten dollars, upon each annual member of two dollars, and upon each associate member of one dollar, which latter class shall be entitled to all the privileges of the Society except that of voting.

PERMANENT FUND

Sec. 8. All money received on account of life members shall be invested and placed to the credit of the Permanent

Fund. Other sums may, from time to time, be added to this fund, the interest only of which can be used for the general purposes of the Society.

QUORUM

Sec. 9. At all meetings of the Society five members shall constitute a quorum for the transaction of business.

PRESIDENT

Sec. 10. The President, or in his absence, one of the Vice-Presidents (or in their absence a chairman pro tempore) shall preside at all meetings of the Society, and shall have a casting vote. He shall preserve order, subject to an appeal, and at the annual meeting shall present a brief address relative to any of the subjects of the Society or suggestions for its welfare.

TREASURER

Sec. 11. The Treasurer shall receive the annual tax and other income of the Society. He shall be the custodian of all its funds and securities, and shall pay all the bills against the Society when properly approved. He shall keep a true account of his receipts and payments, and present a report, in conjunction with the finance committee, at each meeting of the Directors and at the annual

meeting of the Society shall present a detailed report for the year in writing.

RECORDING SECRETARY

Sec. 12. The Recording Secretary shall have charge of the seal, charter, by-laws, and records of the Society and act as Secretary to the Board of Directors, and shall keep a fair and accurate record of the proceedings of all meetings. He shall, under the direction of the President, give notice of the time of all meetings of the Society and Board of Directors, and shall prepare a list of such business as is brought to his attention before each meeting of the Directors.

CORRESPONDING SECRETARY

Sec. 13. The Corresponding Secretary shall promptly fill out and send to all members elected notices of their election, and shall conduct for the Society such correspondence as may be required of him by the President, Recording Secretary or Librarian.

LIBRARIAN

Sec. 14. The Librarian shall have the charge and superintendence of the Library and the collections of the Society, and the care and arrangement of the books, manuscripts, and other articles belonging to the

Society. He shall expend in the purchase of books and other articles and for their safekeeping and preservation at the direction of the Library Committee such sums of money as shall from time to time, be appropriated for that purpose. He shall present a report at each meeting of the Board of Directors and at the annual meeting a general report to the Society.

Sec. 15. It shall be the duty of each committee to report through its chairman at each meeting of the Board of Direc-

tors. The Treasurer shall be, ex officio, a member of the Finance Committee, the Librarian of the Library Committee, and the President of the Committee on Literary Exercises.

ALTERATION OF THESE BY-LAWS

Sec. 16. No alterations in these by-laws shall be made unless such changes shall have been proposed in writing at a previous meeting.

Sec. 17. These by-laws shall take effect immediately, and all former by-laws are hereby repealed.

Members of the Newport Historical Society

LIFE MEMBERS

Allen, John B.	McLean, Edward B.
American Jewish Historical Society	McLean, Mrs. Edward B.
Auchincloss, Mrs. Hugh	Moriarty, George A., Jr.
Belmont, Perry	Norman, Mrs. Guy
Bergner, Jonas	Peck, Frederick S.
Brown, Mrs. Harold	Phillips, N. Taylor
Brownell, Ernest H.	Powel, Thomas Ives Hare
Connolly, Thomas B.	Rhode Island Historical Society
Dickinson, Walter F.	Sherman, Mrs. William Watts
FitzSimons, Mrs. Paul	Smith, Miss Esther Morton
Gammell, Mrs. Robert Ives	Swan, Mrs. James A.
Gammell, William	Taylor, Henry R.
Gœlet, Mrs. Ogden	Terry, Roderick, Jr.
Gœlet, Robert	Thayer, Mrs. Nathaniel
Grosvenor, Miss Rosa A.	Tilley, Miss Edith May
Henin, B. L.	Vanderbilt, Mrs.
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SOCIETY NOTES

In 1918 the Society published a book, the cost of which was kindly borne by the President, under the title

"EARLY RELIGIOUS LEADERS OF NEWPORT."

It contained eight addresses, delivered at various meetings of the Society, one of which, "THE SEPHARDIC JEWS OF NEWPORT," was by Rev. J. Pereira Mendes, D. D., Pastor of Synagogue Shearith Israel in New York.

A few weeks ago we had the pleasure of a visit from Dr. Mendes, now far advanced in years. He was accompanied by the present pastor of the Touro Synagogue, Rabbi Morris A.

Gutstein. After viewing and admiring our Meeting-Room, and remarking upon its striking resemblance to the interior of the Synagogue, the visitors were shown into the vault where, among many ancient volumes are scores of books of commercial records which once belonged to Aaron Lopez, a Sephardic Jew who in pre-Revolutionary days was a dominant figure in the business life of Newport.

Dr. Mendes, looking through some of these books, declared that if his wife were present it would be difficult to remove her from the vault, as she is a Lopez, and these records were written by her ancestors.

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BULLETIN

OF THE

Newport Historical Society

Number Eighty-nine

NEWPORT, R. I.

October, 1933

NEWPORT, THE CRADLE OF AMERICAN SPORTS

A PAPER READ BY
MAUD HOWE ELLIOTT

AUGUST 21, 1933

INTRODUCTION TO "MY NEWPORT"

There is a silk patchwork quilt upstairs in the spare bedroom that I pieced when I was young and the days were twenty-four hours long. It is made of small diamonds put together to form the octagon pattern. Each patch has its story. This is a bit of the gown my mother wore to the Soldiers and Sailors Ball at the Boston Theatre after the Civil War; that is from my wedding dress; here is a scrap of a favorite partner's cravat; there a fragment of the pansy velvet brocade Worth made for Mrs. Jack Gardner.

What dreams the old quilt inspires!

This book is like my old quilt, made up of scraps of many colors and different textures. No claim is made for historical accuracy. Though I have tried to tell nothing but the truth, fact, here and there, may have given way to fancy just as a flower has been embroidered on one of the patches of the quilt.

Newport has been the home of my people from the beginning. I belong to it and it belongs to me. My family and my life are entwined in its memories, and because I am so deeply rooted in this Newport of ours, I am moved, while there is yet time, to set down certain things concerning it that I have read, heard and seen, as Kipling hath it:—

When 'Omer smote 'is bloomin' lyre,
'E'd 'eard men sing by land an' sea;
An' what he thought 'e might require,
'E went an' took, the same as me!

NEWPORT, THE CRADLE OF AMERICAN SPORTS

Fox hunting at Newport has been sporadic. It must have been well established in Bishop Berkeley's time for he writes to a friend:

"We heard the confused noises of the opening of the hounds, the winding of horns, and the shouts of the country squires."

What a picture the words give of those early colonial times when New England really was new England: a certain Mr. Hazard describing the landed gentry tells us:

"Every member of the family had his particular horse and servant, and they rarely rode unattended by their servant, to open gates and take charge of the horse. Carriages were unknown, and the public roads were not so good, nor so numerous as at present. The fox chase, with hounds and horns; fishing and fowling, were objects of enchanting recreation. Wild pigeon, partridge, quail, woodcock, snipe, squirrel, and rabbit were nearly as plenty as leaves upon the trees"

In my youth fox hunting was again in vogue. On the 7th of August, 1883, I wrote Uncle Sam Ward:

"Yesterday the fox hunt met near here. We all went up to the great hill behind the house and watched the hunt sweep by. At the rendezvous we found a large group of riders, all well mounted and well got up, the majority wearing pink coats. The huntsmen were busy with the hounds, a fine pack imported from Buckinghamshire; the hunters talking and laughing, walking their horses or tightening their girths for the long run.

"In the open space of Southwick's Grove hundreds of carriages filled with spectators, were assembled, more were arriving every moment. The horns of the coaches sounded merrily in the distance, and presently a drag, driven by a wounded polo player, his crutches conspicuously displayed beside him, rolled into the grove.

"Off went the hounds across the road, scrambling over the loose stone wall. They ran sniffing and crying at the herring scent, as if they knew all about the imposture, and resented it. The riders followed. The wall was not a high one, and the horses leaped lightly over, no one coming to grief. The carriages by this time were all tearing down the high-road; a number of riders followed the hunt from this safe vantage ground.

"*'They're off!'* Away they galloped across the stubble fields and meadows, taking a five-barred gate here, a water jump there. After a run of seven miles, during which several ugly croppers were taken by riders and horses, a puppy fox was seen to emerge from the leathern bag in which he had

been confined, a field ahead of the hunting party. The hounds leaped forward at a quicker pace, crying at the sight of their prey, and the men and women spurred their horses on for the last field. And the fox? He was only a stupid little creature after all, and, quite dazed by the sudden light, by the cries of the hounds, and the approach of all these men, women and horses, he did nothing but jump on the stone wall and look wonderingly at the superior animals who had come so far to find him.

"When the pack was close upon him he realized what it all meant: that it was to take his miserable life that all these brave men, handsome women, hounds and horses had come out on this bright summer afternoon. He realized it, but too late even to try for escape. He looked about him over a strange country with fields on either side, and, seeing how hopeless it was, stood quite still, looking at the pack. He gave one great cry as the teeth of the foremost hound fastened around his throat. All was over, and in something less than sixty seconds the belle of the day hung the brush of the fox at the pommel of her saddle."

Although fox hunting is no longer indulged in, due to the pressure brought to bear by the farmers, game, at one time almost banished from our neighborhood, is now, thanks to the game laws, no longer a mere tradition. As far as markets and the general public goes, it is still an almost forgotten luxury, but to those "in the know" it is possible to enjoy good duck and pheasant shooting. Some of the large landowners have introduced European methods and I hear ardent young sportsmen speak of "drives and beaters" with a glitter in the eye. Among my elderly friends, the passion for the chase seems to have burned out; they no longer feel the urge the Frenchman attributed to the English, as described in Punch:

"What a fine day. Let's go out and kill something."

Like fox hunting, polo has been sporadic in Newport. My first recollection of the game dates back to the time when James Gordon Bennett was supreme arbiter of Newport sports, and imported a whole team from England to play opposite his own. The famous Captain Candy was among the English players. The game was played on Izzard's Field, now Morton Park. Polo, sport of kings and millionaires; is the finest of all games to watch, and I fancy the best to play.

The clever little horses seem to enjoy and understand what it is all about, as much as the men. When I say "Polo at Newport," this is what I see and hear.

A field surrounded by coaches, drags, dogcarts, phaetons, filled with a gay crowd of onlookers. Above the polo ground "Dead Head Hill", where the *hoi polloi*, largely represented by small boys gathered to watch the sport. All this the background for the exciting match between players, both men and ponies. Clearest of all I see Bennett, tearing across the field, riding like a wild Indian, brandishing his stick over his head like a weapon, the blood streaming down his face from a wound on the forehead; a frantic scrimmage, men, ponies, balls, and sticks, all mixed up in one gorgeous mêlée. I hear the thud, thud of the ponies' hoofs as they gallop by, the resounding whacks of the sticks, the panting of men and beasts, the nervous whinney of a pony, the excited oath of a man, for they "Swore awfully in polo."

Polo had a revival here a few years ago. The present field is part of the Moses Taylor estate in Portsmouth. I saw several matches in the summer of 1930. The spirited horses and the riders seemed to be as one in the swiftness and dexterity with which they played the game. Among the veterans was Frederick Prince, past seventy, who kept up with the best of them. Where but in Newport could such a gathering be found, with the young bloods, who came as onlookers, arriving in the dashing "Tallyhoes" of their grandfathers, furbished up for the occasion.

It called to my mind the figure of Delancey Kane driving his coach, the first to be brought to America from England, given by him the name of "Tallyho," a word so picturesque that Americans have applied it since to all such vehicles. Coaching reached its climax in the nineties when the coaching parade was one of the high spots of the season. All Newport assembled at noon to watch the gay four-in-hands clatter by with the tooting of horns, the cracking of whips, the jingling of chains. It was a brave sight. The turnouts were closely copied from what I had seen in Hyde Park. One of the famous whips was Frank Sturgis with his faithful English coachman, Whittington, who for thirty years presided over his stable. Another crack coach belonged to Fairman Rogers of Philadelphia. After the parade the whole

brave company drove off to Ward McAllister's farm, to "Gray Craig," then owned by Oliver Belmont, or to the Country Club for luncheon, to reappear in the afternoon at the Polo Grounds to watch the match.

I lately asked a taxi driver who had seen better days as a coachman if he remembered these parades. He turned a reproachful eye on me.

"Do I remember? How could I forget! It used to be grand to stand up on the Avenue and see 'em tooling by. Mr. Augustus Whiting could crack a whip with the best of them, and Delancey Kane. And the hosses,—you don't see the same kind now. Mr. Belmont, the old gentleman I mean, he was a great reinsman. Short man, couldn't sit to drive, but kinder stood up, leaning over like. The Belmont horses, Rockingham, Waltzingham, and Sims, high steppers you couldn't beat. Their names are written up in Madison Square Garden."

He went on to recall that these highly trained steeds were like actors who knew their parts. The leaders stepping haughtily and tossing their heads, the wheelers keeping their feet to the ground and giving a feeling of steadiness to the team. I asked my friend if he didn't miss the fine horses he and I remembered in other days.

"Hosses, nuthin' like 'em. Wish I was behind one now. These motors are well enough to git places in a hurry, but where's the pleasure? The best hoss I ever see? Prescott Lawrence had a high stepper, Fashion, sorrel horse with a white face. Never was drove, never had a harness on, just a ring horse, just a high stepper. Man led him into a ring and he showed off right enough. Mr. Lawrence kep' him till he was very old. Wouldn't sell him, wouldn't shoot him. Lost all his teeth. They made him porridge and put it in a bag for him to eat. Alfred Vanderbilt, he had a lovely pair, School-girl and Lady Tease, drove 'em himself, they were a great pair."

Like many another Newporter, I once enjoyed a drive from London to Brighton when Alfred Vanderbilt ran his line of coaches, all with names beginning with V,—Venture, Victory. Today when I board one of the busses of the Short Line, I think of the Brighton Coach. It is like drawing out a thread from the fabric of life's tapestry. The persistence

of types is as striking in the intellectual as it is in the physical make up of families. The Vanderbilt interest in transportation derives from the old Commodore who, in the days of the gold rush, established the first direct line of travel from the Atlantic Coast to the Pacific. What a terrible trip that was with its dangers of fever on the Chagres river, and of drowning in the coffin ships! The toll of life was heavy. In those days, as in these, Touchstone's words ring true:

"Ay, now I am in Arden; the more fool I. When
I was at home I was in a better place; but travellers
must be content."

Travelers today are grateful to Alfred Vanderbilt's son, William H. Vanderbilt, who established the Short Line that serves Newport and the adjacent territory so well.

Sandy Point Farm near Oaklands was the home of Reginald Vanderbilt, who like his brother Alfred, was a horse fancier. For years he was the moving spirit of the Newport horse shows where his entries were prize winners. His carriage horses were perhaps the best ever shown here. I can see him now driving a pair of high steppers, finely bred creatures with satin skins, arching necks, and the tread royal of a thoroughbred. The name of one of the favorites, Dr. Schwonk, comes back. He had the reputation of being the finest animal ever produced from this stud. The Vanderbilt horse I love best was a small grey pony of the breed immortalized in the frieze of the Parthenon. His resemblance to our perfect little milk white stallion, Mingo, may have prejudiced me. Mingo was a gift to my father from President Baez of Santa Domingo. He had the famous *passo castiliano* of the Andalusian horse. How the name of a dearly loved animal can stir the emotions! I learned to ride on Mingo; he was the last horse my father rode.

There are still some who remember with like emotion famous horses linked with Newport: Parole, who won for his owner, Pierre Lorillard, a purse of a hundred and eighteen thousand dollars; Dexter, owned by Dexter Bradford, whose house and stables on Catherine street were a source of pride to Newport, a sad contrast to that melancholy ruin the Coogan Place, which stands upon the spot today.

Now that we are among the shades of famous horses

and their owners we come face to face with Oliver Belmont, who loved horses so much that he shared his home with them. I remember him as a prominent figure at horse shows and races. My mother tells in a letter about an entertainment at Belcourt.

J. W. H. to M. H. E.

Oak Glen,

October 15, 1895.

"Yesterday came off the Belmont lunch which I had quite given up. Oliver B. sent a man on horseback on Sunday to invite me, writing also that Mr. and Mrs. Chanler would be there. I confess that I squirmed at the thought of driving up in my shabby little carriage, but I went to the Villa Chanler, where Daisy said that I should go with her in her victoria, Wintie preferring to walk which was fortunate for me. They were to bring several gentlemen who have been visiting them. Arthur Cary drove Sturgess in the Chanler buggy, Owen Wister and Mr. Martin (author of "The Little Brothers of the Poor") walked. Mr. and Mrs. Royal Phelps Carroll also came to lunch. It is a most singular house. The first floor is all stable, with stalls for some thirteen or more horses, all filled and everything elaborate and elegant. Oh! To lodge horses so and be content that men and women should lodge in sheds and cellars. The residential part of the house is on the next story, designed by Hunt and palatial in its character. The lunch was, of course, very fine. The host took me in, and did his best to entertain me. The table servants wore red plush breeches and silk stockings with powdered heads! The coffee, *café Turque*, was served by a black in Oriental costume. After lunch, we visited the stable, and Belmont had three of his best horses harnessed and driven out for us to admire."

A visitor to Belcourt in its early days tells of other features which have now disappeared, for I saw nothing of them at the great reception given there in the summer of 1930 by Perry Belmont for General Gourout.

"In the large salon above the stable," said my informant, "There stood at either end the stuffed and life-like figures of two of the elder Belmont's favorite horses. Seated upon them were the figures of men in armor. At the far end of the room was the handsome organ, said to be the finest in Newport."

The story is told that Oliver Belmont, who was small in stature, went to the Bradley Martin ball wearing one of the coats of mail, which was so heavy that he collapsed. Belmont was very popular with the men, but his great love seemed to be for animals rather than humans. At his country place, Grey Craig, he maintained a private zoo. In the stables at Belcourt were every conceivable kind of turnout; the Belmont horses were provided with the finest "horse clothing" ever seen. The horses had morning clothes, afternoon clothes, and evening clothes, the most elaborate being made of pure white linen with the Belmont crest, a helmet and the motto, *Sans Crainte*, embroidered as large as a man's hand.

Mrs. Eugene Sturtevant, in writing about the early seventies, gives a picture of Newport at midsummer in the days when horses still reigned supreme.

"Up to this time, the only drives on the Island were on Bellevue Avenue as far as Bailey's Beach, the road to the Fort and the beaches. Signs were posted on the streets indicating on what afternoons in the week the tide would be at the lowest ebb, so everyone went in one direction, and the long procession of glittering carriages with ladies in elaborate costumes was a gorgeous sight. It was especially beautiful on the beaches when the setting sun lighted the scene. I remember the effect produced on an August afternoon when the great crowd returned after the steeple chase which had taken place on Sachuest Point under the auspices of James Gordon Bennett."

Here is an old program of that famous steeple chase. The names of the leading figures, both men and beasts, still arouse memories. Among the stewards were General Robert Potter, Perry Belmont, and H. S. Fearing. Captain Candy

rode The Judge (colors dark blue with yellow stripes). Frank Ware rode Charlatan.

One last picture from a letter of mine to close these random memories of race horses at Newport.

EXTRACT FROM A LETTER OF M. H. E.
TO THE
BOSTON EVENING TRANSCRIPT

October 1, 18—.

"On Tuesday opened the Aquidneck Fair, the annual cattle show, and the general time of jollification. The farmers are hard working people and they do not give themselves much relaxation. During the summer months holidays are unknown, but now when the work of gathering in the fruits of their labour has come, they celebrate the time by a County Fair. It was held at the Aquidneck Fair Grounds, which are situated about four miles out from Newport. On Tuesday, the opening day, many people gathered from far and near. The races were very good. They took place at two o'clock, and at that hour the sober crowd was considerably enlivened by the gaily dressed people out from town. There was a drag driven by Mr. James Kernochan full of young people, and carriages filled with belles and cavaliers. On horseback came several fair dames, among them Mrs. William Mayer, who was much interested in the race, as one of Mr. Mayer's horses, "Sweetheart," was looked upon as the favorite. "Sweetheart" was a brave little mare, but George Lineham's "Jim Fiske" was too strong for her, and the mare came in second.

Alice and Willie Mayer were called the handsomest couple in Newport. He was tall, dark, splendidly built; she was golden-haired, blue-eyed, slight, and graceful. They lived at Slate Hill Farm on the East Main Road, now the home of Mrs. Edgar Phelps. Every afternoon they drove to town in a smart dog cart drawn by a pair of high steppers with shining harness and jingling chains. Their turnout was

counted equal to any in that day of magnificent equipages. Both were famous whips and fearless riders. They had the same tastes, the same enthusiasms, and were as perfectly matched as the team they drove. I think they liked horses better than people, but we loved them none the less for that. If I failed to meet them on a trip to town from Oak Glen, something was missing from the afternoon's outing. He died first, she could not long survive her adored mate. She left her fortune to a certain association for the promotion of horse racing that had gone out of existence. The courts after much deliberation decided to award the inheritance to the Association that today carries on the County Fair.

Women then used side saddles exclusively. Mrs. Belmont, who was a fine horsewoman, had two saddles which she used alternately one for the right and one for the left side of the horse. This was to prevent any distortion of the figure caused by always riding on one side. My father, who was opposed to most modern feminist ideas, used to rail against the danger and absurdity of the side saddles, and the long riding habit, which in case of a fall was sometimes fatal. Delancey Kane's daughters, Louise, Emily (Mrs. Augustus Jay), and Sybil, were all good horsewomen. They were also skilled in archery, which flourished here in the early seventies, contemporary with croquet.

Mr. Louis Rutherford founded the Archery Club of Newport. Among its members were his daughter, Daisy, the rare, pale Margaret, who later become Mrs. Henry White, and was a prominent figure in London society, where her husband was secretary of our Embassy; the Russell sisters, Fannie, Carrie and Josie, daughters of Mr. Charles Russell; and the Livingston twins. The club competed for a gold bracelet, which was worn by Miss Fannie Russell, the champion, for many years. I never bent a bow, though I longed to have a try at it. Archery is one of the most graceful sports. I am glad that it is being revived in some of our women's universities, and many girls' camps.

Croquet, for many years out of fashion, once more comes to the fore with "something different," though no better in the way of wickets, stakes, balls, and mallets. It has become a gambling game. Well, if people *must* gamble, I prefer they should do it out of doors. Croquet in the hoop skirt

period required skill. An old Godey's magazine illustration shows a belle of the sixties raising her full skirts, showing the laced and ruffled cambric petticoat, poising a daintily shod foot on the ball, and lifting her mallet for a smashing blow. There was some cheating in croquet. It is hardly human to resist the temptation of pushing the ball into a position where one stroke will carry it through the wicket, when the other player is busy at the other end of the ground.

At Lawton's Valley the croquet ground was just above the third waterfall. The valley widened here and the green turf was smooth and exquisite as a billiard table. That was during the time when the place belonged to my father, a period of about eighteen years. He had reclaimed the wild gorge, restrained the brook to a narrow channel, and turned the place into the paradise I remember.

In the seventies there came a decided change in Newport's flavor. Was it because the French Empire had fallen and the Republican France was not so worthy a model as England, where the Prince of Wales, Edward VII set the fashions? I was as little a part of "sporting" Newport then as I am now, and cannot claim to speak as one with authority on these matters, but I somehow connect the change from French to English fashions to that cause. Archery and croquet gave way to tennis, polo and swimming. The athletic era of Newport began. . . . Today on Saturdays and Sunday morning Bailey's is crowded with men, women and children. It is an enchanting place to spent an hour watching the gaily dressed crowd both in and out of the water. Lately a new sport, aquaplaning has been added to the joy of the beaches.

EXTRACT FROM DIARY, THURSDAY, August 15th, 1929

"So tired with pribbles and prabbles that I spent most of the day at the Beaches. Drove with Cora Thorpe in her nice motor to Bailey's. A pretty sight with the gay umbrellas and the gay people. After lunch to Third Beach with Eleanor Hall for a real half hour's swim. The great adventure of the Third Beach occurred this afternoon. I saw an airplane coming out of the sky. It descended to the water, and came speeding, headed directly for me like a ter-

rible dragon spluttering and roaring. When it reached the very edge of the sand, it put down four legs and walked ashore. Its body opened. Out stepped Bradford Norman, Jr., and two or three other young men and women looking as fresh as roses. They had flown from New York in one hour and fifty-five minutes! Then the monster began to roar again. They all said:

"Stand back. Shut your eyes." I suppose the danger was from sand in the eyes.

"When I looked again the beast was several yards away on the water; then it rose and flew off. It was one of Grover Leoning's amphibians! Barbara Norman Jones invited me to "go up" on Sunday. Sorely tempted."

When the Casino held the place that Bailey's usurped as Newport's social centre, tennis, then a novelty, was beginning to attract attention. In the year 1877 I played lawn tennis in England. The game was in its infancy, only four years old, when I spent that happy week with the Ackers family in their old country place, formerly a priory where Henry the VIII had visited. I was then initiated in the mysteries of the new game that was putting croquet into the discard. About the same time the son of Mrs. Paran Stevens was visiting the Paget family. He took back to America the necessary equipment and laid out one of the earliest tennis courts (claimed by some to be the first) in the United States, on the estate of his mother on Bellevue Avenue. Old residents remember watching the game on what is now a part of the William F. Whitehouse estate as early as 1876. It is also recalled that Mrs. Steven's next door neighbor, James Gordon Bennett had the first American indoor tennis or squash court.

Letter from Mr. James Stewart Cushman to the French Mission which visited Newport after the Yorktown Celebration in 1931.

"If time permits, during your stay in Newport, you are cordially invited to make use of the historic Newport Casino Tennis Courts. It was here the game of Lawn Tennis was developed in this coun-

try—where the U. S. National Championships were first held—and where your distinguished countrymen, Borotra, Cochet, LaCoste, etc., have all had spirited contests with our players.

Sincerely,
James Stewart Cushman

The Newport Casino, where the game is played on smooth grass, still holds its own as a centre for tennis. Every morning gay groups of contestants fill the courts, and the grounds resound happily with the voices of the players, the applause of the onlookers. In 1931 the Casino celebrated its fiftieth anniversary. I was among the golden anniversary guests, and wore, as did all who had been at the First National Tournament, a yellow rose tied with a yellow ribbon. It was a heartwarming occasion. Many veterans got together and in undertones talked over old times. At that first match fifty years ago, Richard D. Sears and Dr. James Dwight of Boston were the stars. The players wore knickerbockers, blazers, caps, belts, cravats, woolen stockings, and rubber soled canvass shoes. There was no grandstand. The spectators—we were not a gallery till later—sat on camp stools in a space roped off outside the courts. The figure that stands out clearest in my memory is that of Dicky Sears, an endearing youth, who had the curious habit of letting his tongue hang out of his mouth like a little dog's when he played. William E. Glyn, also a golden anniversary guest, was among the champions, as was a certain Mr. Wrenn.

Another figure, still a dearly loved citizen of summer Newport, is Tom Pettit, the tennis professional, who has taught three generations of our youngsters to play the game. The day a lad feels entitled to address Mr. Pettit familiarly as "Tom" is remembered as a red letter day in his life. When Tom Pettit's fiftieth anniversary of service was celebrated, he was presented by the President of the Casino, Arthur Curtis James, with a silver platter and an envelope containing ten thousand dollars from his old pupils. Mr. William Williams, the umpire, a well known Newport lawyer, is also a popular perennial.

Looking back at the many champions whose skill I have watched at the Casino with breathless enjoyment, I see

Learned, Clothier, the fiery McCloughlin, Kumagee the Japanese, Cochet the Frenchman, and towering above all others, the long lean figure of "Big Bill" Tilden, the greatest of tennis players. When "Big Bill", arrogant and aggressive comes loping across the court, he dominates the gallery, just as George Arliss stirs and thrills his audience.

EXTRACT FROM M. H. E.'s DIARY, August 22, 1929.

"This is tennis week. Visited the tennis many times, sitting in Linda Terry's box. Met at tea with Vera Cushman, Bill Tilden the tennis star, and told him how much I liked to see him play."

Newport has not only been the scene of the great contests, but has been the home of many champions. During the match of 1930 I heard a stranger ask: "Who is that striking figure wearing a gardenia in his buttonhole, in the box with Nicholas Longworth?"

"Livingston Beeckman, the tennis champion of 1886, who makes his home at Land's End, and was for many years Governor of Rhode Island."

Many of the former champions still play a vigorous game. It was a recent thrilling experience to watch Maud Barger Wallach and Eleo Sears play a set. Eleanora Sears carries on the sporting traditions of her family, and as an all around sportswoman has had few equals. Mrs. Wallach is the heroine of many a hard fought battle, having played in sixty tournaments with Craig Biddle. William Clothier, one of our famous stars, a Jamestown summer resident, writes apropos of tennis at the Casino: 'It is well known that the Newport gallery was at times noisy and not at all times concentrated on the play.'

This throws some light on our losing the National Tournament. When the movement to take it away began, the old players who loved the beautiful stretch of turf, with few exceptions rallied to Newport's support. The *pros* and *cons* were argued back and forth; the elder players plead Newport's cause. The younger held that the playing conditions here were not good. The social aspect, which first and last seems always mixed up with whatever happens at Newport, was not conducive to good sport. The beautiful women

and their gay parasols served as a moving background that was trying for the players. In fact, Newport's attitude towards tennis was rather social than sporting. So in the end we lost the National Tournaments.

Mr. James Stewart Cushman, a great chief in the tennis world, Chairman of the Casino Committee, has for many years been the leader of tennis activities in Newport. As a young man he played here in several tournaments, and ever since he came to live here as a summer resident, he has been tireless in his efforts to make tennis week at Newport, with its social background, measure up to that great English event, the Wimbledon Tournament. He is greatly beloved by all tennis players and fans, who realize what they owe him for services that have sometimes been too arduous for a hard worked business man who comes to Newport only for week ends and holidays. That he is successful there is little doubt, for the invitation tennis tournament, though not having the sporting importance of the national event, attracts the world's leading players. Last summer they drew the largest gallery tennis ever had in Newport. "Standing room only" was the word for the afternoon matches.

Tennis week is always a gay time. It is usually the third week in August, the very bullseye of the season. Whatever foreign potentate, champion, or princeling is being entertained in the United States is brought here for these breathless days. Seated in the private boxes that surround the courts, the visitor is distracted between the allure of the gaily dressed audience, and the fine flashing poses of the young athletes as they serve and receive. The grave voice of the umpire rolls out from his stand monotonously:

"Fault," "Love," "Vantage," "Game."

There is something thrilling, even to those who do not play, in watching the trials of skill and endurance. We try to be polite to the foreigners, but the applause that rewards them is less spontaneous than that we give our boys. In the boxes the rule now is: "Silence during the match." The fiat went forth that there must be no talking. Lately it is noticeable that even the most inveterate sinners have reformed.

Newport, with its glorious harbor, roadstead, and easy access to the ocean, is the best yachting port of the Atlantic coast. James Gordon Bennett was the first to establish the

international ocean races off Newport. In 1871 he offered a Cup to be sailed for by the yachts of all the nations on a course off the Lightship. The Goelet Cup, the Vanderbilt Cup, and the Cup offered by John Jacob Astor followed in its wake. During those early years a great fight was being waged in the yachting world between sail and steam. The "old timers" did not think it sporting to sail the seas under the new power, but when the great sportsman, Bennett, sailed forth in the *Lysistrata*, one of the most luxurious yachts of her time, the battle for steam was won; the day of the floating palace had come. Old racing men like W. P. Douglas, E. D. Morgan, Pierre Lorillard, all proudly sailed into Newport Harbor in steam yachts. Pierre Lorillard did what now seems the impossible: anchored his yacht, *The Rhada*, off the Cliffs, and landed the passengers at the very door of his home, The Breakers, in a launch. This perilous undertaking was made possible by a pier which he built over the reef, the remains of which can still be seen from the Cliffs.

Today Pierpont Morgan's *Corsair*, Vincent Astor's *Nourmahal*, Edward Manville's *Hi-Esmos*, Mrs. Moses Taylor's *Lanceleta*, Arthur Curtiss James's *Aloha*, all large and steady as ocean liners, sail the seven seas, and form a unique fleet which anchor during the summer in Newport Harbor, crowded during the season with pleasure craft of every description. At the New York Yacht Club the launches lie waiting for their owners who have gone ashore to lunch or to dine. On days of the races there are few finer sights than the Harbor. Far out in Narragansett Bay lie the grim, gray ships of war, their trim launches filled with the white uniformed sailors threading their way through the maze of ferry boats, speedsters, and fishing smacks.

The sail will never lose its prestige. When real racing is to be done, the white canvas is raised toward the sky, and the spray blows against the cheek of the Skipper. In the summer of 1930, Newport witnessed one of the world's great yachting events. I was returning from a trip to Greece at its beginning, and did not hear the bells that pealed when the little green *Shamrock* of Sir Thomas Lipton sailed into Newport Harbor. I returned, however, in time for the last run of the race, and find in my diary the following account:

EXTRACT FROM M. H. E.'S DIARY,
September 15th, 1930

"The Harold Vanderbilt yacht *Enterprise* has been chosen to race the *Shamrock V* for the America Cup. I had hoped *The Flying Yankee* would have the honor, with Charles Francis Adams, Secretary of the Navy, as part owner, and oft times skipper. I find my own hope that Sir Thomas Lipton will win this race is generally shared. His age and his good sporting qualities appeal to us."

TUESDAY, September 16th, 1930

"Landed in time to make a quick getaway to Newport on the one o'clock train. Found the town all agog with the races, and for the next three days people thought and talked about nothing else. The first day must have been extraordinary: Three hundred yachts gathered in the Harbor and Bay! Such a sight has rarely been seen. Many of them superb ocean-going vessels representing princely fortunes. I went to Fort Adams every day to see the start and finish, and on the last day sailed with the Harrison Morris on their boat, *The Anna*, and saw the yachts come in,—Harold Vanderbilt's *Enterprise*, with Vanderbilt himself at the wheel. There was some criticism of the *Enterprise's* use of a mechanical device to raise and lower the sails. The *Shamrock* did not possess this contrivance, which doubtless gave the American boat great advantage, but in the last analysis it was the fine seamanship of Vanderbilt that won the race, a great sporting triumph for America. Sir Thomas took little part in the "doings." He received Mayor Sullivan and returned his visit. I was disappointed not to have been able to renew his old acquaintance of Roman days."

Beside the regulation ships—naval, passenger, or pleasure craft—every year there come strange vessels. One year

it was a Norse galley, built like the ships that brought Leif Ericson to our coast. Another year the Swedish School Ship, *AF CHAPMAN*, took the town by storm. The beautiful white vessel, manned by blond Vikings, sailed into the Harbor, and remained with us for a week, her officers, mid-dies and men, the honored guests of the city. Scores of our citizens were made welcome on board the lovely white sailing ship. Standing on her clean sand scraped deck, one could not but feel a certain regret at remembering that the navy has abolished holystoning as a wasteful process.

Strangest of all in recent years was the Convict Ship, *Success*, that lay for a fortnight at Sullivan's Wharf. Built of teak in the year 1790 in British India, the old ship is staunch and seaworthy, her mainmast still standing solidly. She crossed the Atlantic under her own sail in less than one hundred days. Her flamboyant figurehead, her square cut bows, and quarter galleries, are in the best traditions of naval architecture of the eighteenth century, when a ship was the handsomest creation of the hand of man. Spite of the fact that the *Success* is now a sort of museum of cruelty, where the visitor is led shuddering past awful instruments of torture, through the dark cells which still reek with the prison stench, the strongest impression left after an hour spent on board is the beauty of her lines, the romance of her story. Standing on her deck I heard in fancy the ancient chanty of Nelson's time sung by sailors as they manned the windlass, and slowly hauled up the great anchor:

"Oh, aye, blow a man down, give me some time to blow
a man down!"

ANTHEM OF THE KAT BOTE CLUB

"O, rub-a-dub-dub
For the Kat Bote Club!
The Russians are all afloat!
From the High Lord Steward
Who's drifting to leeward
To the man who kept the goat!"

"O, misery me!
Tis a sight to see
These Johnnies sail east and west!
They are admirals all
Both the big and the small
Save the man who dropped his chest!

"There goes the Myrtel
And here goes the Turtle,
And now comes the Thirsty Maude,
They will never be sunk
While the owners keep drunk
And so let us praise the Lord."

The Kat Bote Club maintained a fleet of seventeen phantom boats. The flagship was the *Carrie*, and such fascinating appellations as the *Ben Vadis*, the *Quo Hur*, the *Myrtle*, the *Turtle*, and the *Bum Boat* were applied to them. The forty-nine members of the Club included some of the leading sportsmen of the nineties. The Constitution and By-laws opened thus:

"Constitution robust, and that is all there is to it.

"Uniforms shall consist of a kilt, a Tam O'Shanter, and a life preserver; officers of highest rank may wear spurs."

The officers consisted of an Admiral, whose "Duty was nothing," a "Commodore and other officers to help the Admiral," and a "Lord Chief Steward whose Duty was Everything."

Each man had a rating:

William Hunter was the Fleet Captain; Max Agassiz, the Judge Advocate; Hugh Norman, the Sky Pilot; Woodbury Kane, the Undertaker; Winthrop Chanler, the Cabin Boy; Frederick Garrettson, the Powder Monkey; Nelson Howard, the Ablebodied Seaman; Prescott Lawrence, the Captain with a Cold Deck; Louis Lorillard, the Whistling Buoy; Roland King, the Veterinary; Isaac Townsend, the Ballast; Daniel Fearing, the Fog Horn; Sidney Woollett, the Spouter; E. J. Berwind, the Coal Heaver; W. K. Vanderbilt, the Automobilioussine; Oliver Belmont, Captain Horse Marines; Bradford Norman, the Chief Engineer; Benny Weaver, the Farmer; Dr. Knapp, the Embalmer; H. W. Cary, Mother Carey's Chickens; and Herman Oelrichs, the Lord High Chief Steward.

Herman Oelrichs seems to have lived up to his title well, according to one of the fish stories that have come down to us concerning him. In a talk about the size of a fish that he could land with a rod and line, he claimed that he could land a man as easily as a fish. A certain Mr. Kent doubted the assertion.

"What will you bet I cannot land you?" asked Oelrichs.

The terms of the bet were arranged, and the trial of skill was made at Bailey's Beach. Kent, who was an expert swimmer, was fitted out with a cap to which a hinge and ring were attached. Oelrichs fished for him from a raft, hooked him, and hauled him in with a line line. The slender rod with which this famous catch was made is in the possession of Arthur Commerford, who later broke it in a catch off Beavertail.

Internal evidence points to Winthrop Chanler as the author of the Kat Bote Club Anthem.

When the serious sport of deep sea fishing was on the cards the members of the Kat Bote Club called upon Captain Tom Shea to take tiller and pilot them to the best fishing ground. Cap'n Tom, for many years Harbor Master, was always popular with the young bloods nautically inclined. He was their mentor and their sailing master. You were lucky if you could get his boat for your sailing party. I can see him now, sitting at the helm, puffing his pipe, reeling off yarns to his enraptured passengers. If you want to hear more about Cap'n Tom, now gone to glory, drop in one afternoon about two o'clock, at the sail loft on Long Wharf, haunt of the fishermen, where some of his old cronies gather for a pipe and a yarn of the days when the best sails in the land were made here.

Salt water fishing is not the only kind indulged in at Newport. Anglers also wield their rods in the cool streams of Lawton's Valley, which years ago my father stocked with trout.

Crabbing is a humble sport that the youngsters find alluring. Lobstering is a business rather than a sport, and only hardy souls go clamming, that takes muscles and a strong back. At low tide you may see the clammers at work on the retired nooks of the shore patiently delving for the delectable quahaugs that produce that "nectar of the epi-

cure"—clam chowder, and form the *piece de resistance* of New England's most famous feast, the clambake.

The favorite sport at the Clambake Club is shooting at clay pigeons in preparation for the yearly shoot with the Green End Club for a handsome silver cup. On high days and holidays the members of the Green End Club and the Rod and Gun Club hold contests that show a high degree of skill. On certain afternoons if you go in the direction of the Mercy Home you will find sportsmen firing at their skeets, until recently. On Sunday, if you were passing along Union Street in Portsmouth you were likely to hear the sharp crack of a rifle as the redoubtable Will Almy, long champion shot of the State, stood practising in the quiet pasture of Lake View Farm. The parlor in the Almy house still glitters with trophies won in a long series of matches, for "our Will" had more than a local reputation.

Severe winters rarely come to Newport, so iceskating is especially blissful with us because it is so rare. I know of no greater poetry of motion than skating. To skim the outer edge; to cut the figure eight; to glide rapidly, hands crossed, with the lad you like best,—why it is better than dancing or even riding! The children enliven the scene with "Snap the Whip." Once we had ice boating on our pond. It was just before the War when Commander (now Admiral) Pratt and his lovely wife,—her hair was exactly the color of corn silk—were living in Newport. The Commander had an ice boat which he steered skillfully round and round the pond, followed by his Great Dane. What a handsome trio they made!

Newport did not escape the roller skating craze. As early as 1854-5 there was skating in the Atlantic House. Sports go in cycles and roller skating went out of fashion, to reappear in the 80's, when one of the first rinks in the country was in the Audrain Block, where the tennis courts now are. A group of indefatigable roller skaters called themselves the Roller Polo Team. It included the three sons of John LaFarge—Grant, known as Jerry, Boncel and Oliver. Grant was so unfortunate as to break a bone more than once when skating. This won for him the nickname of "Brittle." Lanny Carr was captain of a team composed of Edward Buffum, now at Springfield; the late Charles Carroll Peirce, amateur champion heavy weight boxer while at Mass. Insti-

tute of Technology; Benjamin Wheeler, son of the proprietor of the Ocean House; William Bull, then Yale football player and coach, and Edmund S. Burdick.

The Alphas of Lowell challenged the Newport Roller Polo team to a match, that was played at Mechanics Hall in Boston. Lanny Carr is proud to this day not only of the fact that his team beat the Alphas two to one, but brought the United States championship for roller polo back to Newport. That was on January 19, 1883.

The next time that roller skating came to Newport the rink at the Training Station was popular, through many seasons.

Wednesday afternoon was the fashionable time and Barracks B became one of the social rallying places. Among the graceful figures that came gliding into my retrospect is Alice Little, accounted Queen of the Rink, and those two attractive daughters of Admiral Luce, Mrs. Boutelle Noyes and Mrs. McComb. Mrs. Chadwick I seem to see also, but here the vision is not quite so clear.

The first national bicycle meet was held at Newport in the early eighties. At that time bicycles had one enormous wheel which the rider bestrode, and a very small one behind. The tires were of hard rubber. Howard Gardiner, of Boston, was the finest man I ever saw riding this mammoth steed. Later on came the perfected machines of various makers. I rode a Columbia and was a good deal criticised by my Portsmouth neighbors for appearing in a short skirt. No form of exercise, save possibly dancing, has given me the ecstasy I owe the bicycle. The ride I best remember was enjoyed one hot Fourth of July when I rode from Rome to Ostia and back, leaving Piazza san Pietro at five in the morning and getting back before noon.

Admiral Sims was one of the last to use his bicycle in our Newport streets. Helena Sturtevant, the artist, may still be met, riding hers, with a big canvas, palette and brush strapped on to the handle bars as she rides about the island in search of beauty spots to paint.

With the coming of the automobile and the passing of the horse a new order begins,—the period of the speed mania. For several seasons Newport had a parade of flower decked automobiles, a poor substitute for the coaching pa-

rade. In the early days of motoring, many of our women drove small electric cars, supposed to be easier to manage than gasoline cars. The electric did not last long in most parts of the country, but Newport is conservative, she sets the fashion for others to follow. That tiresome phrase "everybody does it," does not carry much weight here. When the electrics went out in most places Mrs. Shaw Safe, Mrs. Marsden Perry and Miss Amy Varnum still drove theirs about our streets. One may see on Bellevue Avenue any afternoon in the season, cars of every epoch, a Renault of the 1910 vintage built like a victoria; two men on the box wearing the livery of a family long known here; an ancient Brewster, with just a touch of the old carriage maker's elegance of design in its lines. These are driven at a slow pace by elderly chauffeurs who once were coachmen. They are sometimes hustled by dashing young blades driving the last model of Isotta or Rolls Royce.

The first automobile race in America was held on Second Beach. The news of the event was heralded with as much excitement as Newport's midnight steeple chase. The course, nearly two miles long, was held a good one until those amazing long Florida beaches came into the lime light. The spectators arrived on bicycles, and in horse drawn vehicles as well as in chugging, jerking motors. In the early days you were not considered a motorist if you did not wear a duster, huge goggles, and a great veil swathed around your head, neck, and shoulders. The men wore dusters too, and caps with great visors on them. They were needed on this day when the machines, queer looking contraptions run by steam, gasoline and electricity, all ready to explode or catch fire, or break down,—whirled across second Beach. Timid ladies sought refuge in the sand dunes from these monsters going ten? twenty? miles an hour. I do not remember who won but recall the bearded foreigners who participated, and Jack Astor, the hero of the race.

Not long after this Vincent Walsh, the young son of Thomas F. Walsh, was killed in his racing car on one of the beach roads and his sister, now Mrs. Edward McLean was badly hurt. A shudder ran through the nation at this tragedy. Today such events are chronicled as part of the every day

happenings, between the news of a new divorce and the score of a football game.

Baseball matches are important events; football, less so. In my youth neither had the prominence in our National life they have today. During the World War the average man in the street was more interested in the result of "a game" than of a battle. I cannot but feel the added importance I have gained in the eyes of youth since my niece Elizabeth Shaw, a Newport debutante of a few seasons ago married Bill Ticknor, the Harvard football star.

The over emphasis of sporting events and characters had its *raison d'être*, as an effort of self preservation. In the twentieth century we live at so high a rate of speed, the tension of life is so terrific, that people turn to athletics as the panacea of all ills. Now that the motor has put walking in the discard, and the working men and women drive to their jobs, exercise of a more violent kind is necessary for health, hence the numerous golf links.

Newport's first golf course was laid out in the early nineties in connection with the Country Club. I believe that James Gordon Bennett, Harry Payne Whitney, and Herbert Harri-man were among the backers of the enterprise which held glittering possibilities. A good chef was secured for the Club, for it was hoped to make the restaurant popular for supper and dinner parties. Visions of even more radical accomplishments were entertained. Certain enthusiasts wished to cut a canal leading from the cove below what is now the Eppley House to the entrance of the Club House, so that the yacht owners could sail in their own craft to the very edge of the links. They even went so far as to have the land surveyed and the plans for the canal made. Pipe dreams, perhaps, but proving the hold the new game had already taken upon Newport.

Coming down to realities the first amateur golf championship in America was held on our Newport course in September, 1884, eighteen holes. In December of the same year the United States Golf Association was organized, and in the summer of 1895, the first amateur championship of the Association was played on the Newport Country Club links. Charles MacDonald, a Scotchman I had known when I lived in Chicago, was the winner. He spoke with a strong Scotch

burr, and was a delightful person generally. The championship trophy of the Association was a silver vase, the gift of Theodore Havemeyer. The champion's name was engraved on it and he received a gold medal.

The Newport Club was one of the first where women's playing was encouraged. No women golfers of importance had appeared on the horizon before this. Our own Maud Wetmore was one of the first to gain prominence in this field. The following account of the Women's Championship of 1898, held on the course of the Ardsley Club, Ardsley-on-Hudson, is given by Ruth Underhill:

"This year an unusually large number of good players made their first appearance; chief of these was Miss Maud Wetmore of Newport, the runner up, whose game was so little known away from her home club that her brilliant performance throughout the tournament and survival to the finals was a surprise to most of those who saw it. The match on the last day between her and Miss Hoyt was the best exhibition of golf that the finalists in the championship have yet given us."

The same year Herbert Harriman was the winner of the National Championship. About this time, Foxhall Keene, who had learned the game in England and J. M. Coates, also of the Newport Club, were counted among the brilliant players, while Roderick Terry, Jr., a student at Yale, gained prominence in collegiate golf.

For some unknown reason golf went out of fashion for about ten years. Its revival found T. Suffern Taler, one of the leading golf enthusiasts, living in Newport. Not satisfied with the course at the Country Club he went to large expense in laying out one of his own, on which was produced the features of the most famous links in the world. He asked the leading golfers the same question:

"What is the best hole you ever played?"

This to get the concensus of opinion which enabled him to reproduce on his Ocean Links the most popular features of famous courses. At the third hole was the Redan; the brook of St. Andrew was simulated. When all was ready

Mr. Tailer announced the Annual Gold Mashie Tournament, held here for several seasons until his death.

Eight ranking amateur players entered the first contest for the Gold Mashie, and each year brought the champions to Newport. Suffern Tailer was a real leader in the sporting world. He was one of the founders of the Tandem Club in New York and during his life in Newport he did much to promote sporting activities.

He was a leading figure in the Graves Point Fishing Club, and when the Wanumetonomy Golf Course was laid out, he gave as his contribution the services of the expert who had planned his own. We owe this Club largely to the energy of James King, who raised the money to finance it by popular subscription among the business men of the community.

The Michael Van Beurens have been the gods in the machine of the Sachuest Point course, which has done much for their neighborhood and proved of great use to the officers of the navy. I am often invited to tea at this pleasant club house, where, during the War, I used to visit George Bellows, the artist, when it was his home. My friend, Reuben Peckham, is now presiding genius there. The Peckhams, one of the strongest of our Island clans, are still prominent in all progressive causes, as they were in the days when Grandma Cutler and her family lived hard by Sachuest at the old Bailey Farm house.

Our oldest sports are fishing, crabbing, clamming. Gooseberry Island Fishing Club and Graves Point Club are haunts of the serious anglers. No matter what the weather you will see men and sometimes women on the rocks or fishing stands that run far out into the seas, as you make the Ocean Drive, or take the Cliff Walk. The Forty Steps is a favorite spot. In rough fishing togs, or slickers, these sportsmen stand for hours, casting their lines and drawing in their catch. The blackfish and sea bass caught here jumping as it were, from the sea to the frying pan, have a delicious flavor I have found nowhere else.

My own adventure in fishing is quickly told. I once caught a blackfish from Lloyd Mayer's catboat in Newport Harbor. When I had drawn him in all wet and flopping I took him off the hook and threw him back into the water!

The Graves Point Fishing Club takes its name from the two graves of sailors buried near by. The land for this Club was bought by J. Pierpont Morgan, who for some years came here to fish for bass with Seth Barton French, Isaac Townsend, and John Whipple.

"Bass, off Castle Hill!"

The words brought a thrill to many. They meant rising in the cold, grim dawn, stepping stealthily while others slept, stealing out of the house, standing for hours as morn broke on the Atlantic, waiting for the "Bite". The record catch was made by Seth French and John Whipple. George Tew, the baiter, helped land the fish with his gaff. Dan Fearing, our great authority on angling, wrote under a photograph of this record catch:

"The above catch of striped bass was made on the 29th of August, 1881, between 6 and 11 a.m. Heavy seas and a rising tide. This is the best day's fishing with a rod and reel for striped bass of which I can find any record."

The bass stands over the rocks, running out into the ocean, along the Ocean Drive, were built by Theodore M. Davis, an ardent fisherman as well as Egyptologist.

One of the most picturesque sights of the Harbor is the fishing boats which frequent it in all seasons. It takes a real sport to enjoy going out with the professionals in these solid little fishing smacks. When I first remember Long Wharf the boats tied up there were owned by Newport men and bore such names as *The Two Sisters*, and the *Mary Alice*. We have changed all that; too many sons of old Newport fishermen and farmers now drive taxicabs or busses, leaving the tilling of the fields to the thrifty Portugese, and the fishing from the deep to the brave Greek sailors.

Today the fishing boats moored alongside Long Wharf have classic names, such as *Parthena*, *Olympia*, *Euterpe*, *Athena*.

When inclined to lament the fact that the grandsons of our old friends have sold their birthright for a mess of pottage, and to look critically at the Americans of foreign origin who have usurped the more vigorous callings of fishermen and farmer, sober second thought rebukes me.

The right to till the land and to go down to the sea in ships is theirs who feel the love of the land or hear the call of the sea.

SOCIETY NOTES

On Monday, August 7th, the Newport Historical Society gave a most successful afternoon's entertainment of music and readings by Newport authors with an auction sale of books and a tea in the garden of the Society's grounds.

The delightful musical program was conducted by Miss Sara Corbett, assisted by Messrs. King and Robert Covell and Alessandro Niccoli. Mrs. Maud Howe Elliott read from her own writings, "Anacapa, a Story of Italy," and Mr. Richmond Barrett a recent paper on "The Romance of Bellevue Avenue." The large audience then enjoyed the tea served in the garden, where Mr. John H. Green conducted a lively auction sale of old books.

Through the kindness and patronage of friends and members of the Society the sum of \$216.25 was raised toward the winter's supply of coal.

The Committee in charge consisted of: Miss Mary Carr, Mr. L. K. Carr, Mrs. Charles C. Gardner, Miss Frances Hubbert, Mrs. Edward A. Sherman, Chairman.

For two summers Narragansett Bay has been as void of big ships as it was in the days of

the Indians, when their birch bark canoes were the only craft to ripple its surface. To the great majority of Newporters, therefore, the sight of a U. S. warship at anchor the other side of Goat Island, was warmly welcome. And all the more welcome because she carried a happy crowd of youthful aspirants to the highest honors the United States Naval Service can bestow. Every one of them, naturally, hopes to be an admiral. Newport entertained the welcome guests with its customary lavish hospitality, and doubtless many old Newport minds reverted to scenes of sixty or seventy years ago, when the budding youth of the service was housed partly in the Atlantic House, partly on board the "Macedonian," "Santee," "Constitution," "Guerrière," picturesque old frigates at anchor in the inner harbour.

And before the visit of the Wyoming was completed, into the bay glided the "Norfolk," flagship of His Majesty, King George Vth's fleet in the West Indies. A handsome ship, indeed, whose gallant officers and crew appeared to be thoroughly capable of maintaining the loftiest traditions of the Royal Navy. More entertaining; din-

ners and dances on shore; dining, wining and dancing on shipboard . . . happy, hilarious days and nights for everybody.

About two months ago a director of the Society, an antiquarian of note, and an oracle on Newport history, was wandering among the stones in the Old Cemetery, when he came upon a monument, bearing the following inscription, now almost obliterated:

"In memory of eighteen persons who perished in the wreck of Brig Sutledj of Pictou and here interred. June 28, 1846."

Seeking further light upon this sad occurrence recourse was had to the files of the Daily News, with the result that in the issue of June 29th, 1846, the following item was discovered:

**"SHOCKING . WRECK
OF THE BRIG SUTLEDJ,
OF PICTOU, N. S.
THIRTY LIVES LOST**

"The schooner Dusky Sally, Capt. Wilder, of Hingham, arrived at Stevens' wharf this morning about 9:30 o'clock, bringing the sad intelligence of the loss of the brig Sutledj, Capt. Graham, together with thirty lives."

The article in the Daily News goes on and tells the story of the foundering of the brig and the rescue of part of her passengers and crew by the schooner which brought them to Newport.

We wrote to Pictou, enclosing a copy of the story, and requesting that further information on the subject be sent to us if possible. A friend of the discoverer of the monument, being in Pictou, sent us a copy of THE PICTOU ADVOCATE, of Thursday, Aug. 17, 1933, containing a reprint of the Daily News story we had sent them, and a notice as follows:

**"WRECK OF OLD
DAYS RECALLED.
SEEK INFORMATION
REGARDING 'SUTLEDJ'
LOST MANY YEARS AGO.**

"The following articles have been received from the Assistant Librarian of the Historical Society of Newport, R. I., who writes that the Society has received a query regarding the Sutledj and is trying to gather together all the material possible concerning it. Any information regarding the ship, owners, etc., would be welcome."

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BULLETIN
OF THE
Newport Historical Society

Number ninety

NEWPORT, R. I.

January, 1934

STEAMBOATS
ON NARRAGANSETT BAY

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A PAPER READ BY
WILLIAM KING COVELL

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NOVEMBER 20, 1933

Set

STEAMBOATS ON NARRAGANSETT BAY

BY WM. KING COVELL

One of the earliest attempts to move a boat by steam took place in Narragansett Bay. Elijah Ormsbee of Providence installed a primitive steam engine in a borrowed ship's long boat in the autumn of the year 1792. He used a large copper still as a boiler, and with this crude arrangement succeeded in propelling his boat against wind and tide. Ormsbee lacked the funds to develop his ideas, however, and so, in common with Fitch, Rumsey, Longstreet, Morey, and other early experimenters in steam navigation, he was compelled to leave to Robert Fulton the honor of constructing the first really successful steamboat.

There was no steam vessel running on Narragansett Bay from 1792 to 1817. In the latter year the "Firefly", a small boat built by Fulton in 1812 to run on the Hudson between New York and Newburg, was brought here to run between Newport and Providence. She rounded Point Judith on May 26th., being the first steam vessel to do so, and ran on the bay with some success during the summer. On June 28th. she carried President Monroe, en route from New York to Boston, between Bristol and Providence. Owing to opposition on the part of the owners of sailing packets and to the fact that their vessels, when the wind was favorable, could make the passage in much shorter time than the steamboat, the "Firefly" was withdrawn in September and returned to New York.

The first regular line of steamboats running on the bay was established in 1822, by the "Fulton" and "Connecticut". These boats had been built under the direction of Robert Fulton and had been intended for the route between New Haven and New York, on which they had run since 1816. They were controlled by the Fulton-Livingston monopoly, and consequently were driven from Connecticut waters by retaliatory legislation enacted by that state in 1822 at the instigation of the sailing packet owners. The "Fulton" had previously visited these waters, in August 1821, but that was

a special excursion trip only. Regular service between Providence and New York, stopping each way at Newport, was begun by the "Connecticut" on June 6, 1822, and in July the "Fulton" was added. Only one round trip a week, on the average, was made by each boat, and about twenty eight to thirty hours was required for the trip which is now made in ten hours or less. The boats were withdrawn during the winter but were put in service again the following summer, and continued to run each year. The "Fulton" was in service as late as the summer of 1829, but what finally became of her is uncertain. The "Connecticut" was sold in April, 1829, to run between Boston, Portland, and Bath. She ran later to Bangor, and was in service as late as 1838, possibly later still.

The first steamer to be built particularly for the Providence-New York route was the "Washington". This boat was completed in 1825. She had a pair of beam engines, each driving its paddle wheel independently of the other. So far as is known she was the first steamboat so equipped. In later years several Hudson River boats had two beam engines or "walking beams" as they are familiarly known, and there were isolated examples on the Great Lakes, the Atlantic Coast, and even in the transatlantic service, notably the famous "Vanderbilt" of 1855. The "Washington" is interesting also in that she was probably the first boat with beam engines, single or double, to appear on Narragansett Bay. She was larger and better furnished than the "Fulton" and "Connecticut", and had greater speed. In the winter of 1827-28 she was rebuilt and given more extensive sleeping accommodations. She continued in use until she was run into by the "Chancellor Livingston," May 14, 1831, when eastbound off New Haven. She was sunk, but the 52 passengers aboard were safely transferred to the "Livingston."

In 1828 the "Benjamin Franklin" and in 1829 the "President" were built for the line. Both had pairs of beam engines, similar to those on the "Washington," but were a little larger and better provided with accommodations. These early steamers burned wood for fuel, and the amount of it necessary for a fifteen to twenty hour trip to or from New York took up nearly all the space available on deck. The engines were run on very low steam pressure, which was provided by large copper boilers. Masts and sails were carried, to help the

engines when the wind was favorable. The boats were painted white, with decorative lines in green, blue, and gold, and with sails set, flags flying, and the brilliant copper color of the highly polished boilers, they must have made an interesting appearance when under way. The "Franklin" and "President" were in use as late as the summer of 1839, but shortly afterwards they were dismantled and converted into coal barges.

Later steamers were the "Boston," built in 1831, and the "Providence," built in 1832. The former was a larger edition of the "President," except that she had no masts or sails—the first Sound steamboat to rely wholly on her engine. The "Providence," the first steam vessel so named, had a single beam engine, of larger dimensions than those of the earlier boats. These two steamers formed a separate line, run with but not necessarily in opposition to the older line which operated the "President" and "Franklin." Developments were so rapid that these steamers were out of date on the line after a few years of service. The "Boston" was sold in 1838, and the "Providence" ran but a few years longer.

The steamers of the regular lines were so successful that they invited opposition from without, which was not long in appearing. The first opposition boat was the "New York," which ran at reduced fares for a short time late in 1824. In June, 1827, the "Marco Bozzaris" ran opposition for a few trips but without success. This boat had been built the year before and had run between Fall River and Newport, and at least once to New York. In 1829 she began running between Nantucket and New Bedford, and remained in that service until 1832 when she was sold and was sent to South America where she was used for several years.

The most important of the early opposition steamers was the "Chancellor Livingston." She was built at New York in 1816, and was the last boat designed by Robert Fulton as well as being the largest. She ran on the Hudson River to Albany until 1827, when she was largely rebuilt and given a new and more powerful engine. In the spring of 1828 she began running to Providence in opposition to the regular line. This continued until April, 1833, when she was sold to run between Boston and Portland. She remained in that service only a little over a year, however, as in the fall of 1834 she was

dismantled and her engine placed in a new steamboat, the "Portland."

The famous "Lexington" may also be considered as an opposition boat, for she was built and originally used to run to Providence against the older boats of the regular line. She made her first trip to Providence in June, 1835. Her arrival nearly coincided with the opening of the Boston and Providence railroad, and both factors influenced considerably the steamboat service for the years immediately following. She was built for Commodore Vanderbilt, and was his first considerable venture in steamboats for Sound travel. During her first summer she ran as a day boat between New York and Providence, with lower fares than those charged by the old line. In April, 1836, she began running again, but was transferred to the Hartford route in July, remaining there until late in the fall. About that time, probably during the winter of 1836-1837, she had berths installed in her lower cabin, and from then on she ran as a night boat. She ran part of the year 1837 to Providence and part to Stonington, for the Providence and Stonington railroad was opened in November, 1837, and from that time the travel was divided between Stonington and Providence. In 1838 she ran only to Stonington, and at the end of the year Vanderbilt sold her to the old line. The next year she was run mostly to Stonington. At the beginning of the next year, on January 13, 1840, she was burned off Huntington, Long Island, en route to Stonington from New York. The cause of the fire is thought to have been placing cotton bales too near the smokestack. She had over a hundred people on board but, partly because of the rapidity with which the fire spread and partly because of the very cold weather, only four survived. She was one of the fastest boats of her time, and raced frequently with steamers of rival lines, not always with safety to those on board, as she is said to have been on fire several times previous to her destruction.

Before the railroad between Providence and Boston was opened, on June 15, 1835, passengers en route from New York to Boston travelled between Providence and Boston by stage coaches. This was the quickest way to get from one city to the other. The other Long Island Sound lines, to New Haven, New London, Norwich, and Stonington, avoided

the often unpleasant trip around Point Judith, but they left a much longer distance to be travelled on land. Strange as it may seem to us today, travel by steamboat then was much the fastest way to get from one place to another. Consequently the route between New York and Boston which involved the longest water and the shortest land journey was the one most favored. It would, of course, have been no longer to travel via Fall River, but, although there were local steamers running to Fall River at an early date, no boats between that city and New York were put in service until the middle forties. An all-water route between New York and Boston was out of the question for regular service, because of the long time needed to sail out around Cape Cod and because of the fact that a large part of such a route would have been through the open ocean. Not until the early years of the present century was such a line established, and it did not become really successful until the Cape Cod Canal was opened, shortening considerably the distance and the time consumed and eliminating most of the route through the outer sea. For these reasons the Narragansett Bay ports early secured and have since retained a large part of the through steamer travel between New York and Boston. As the number of steamers running to Providence increased, the number of stage lines grew accordingly. Sometimes as many as fifteen to twenty coaches passed between Boston and Providence each day. The trip took five to six hours, and usually was broken for an hour at Wrentham where dinner was taken and the horses changed. So powerful had the stage lines become that they took little notice of the railroad when it was opened; but within a short time, as the intimated frightful disasters did not occur and the trains ran through with much greater speed and comfort to the passengers than the stages, the proprietors of the older form of transportation found themselves in a situation comparable to that of the owners of the sailing packets fifteen years or so earlier. They resorted to obstructionist tactics, as had the packet owners, but the effort to suppress the new order of things on land was as futile as it had been on the water.

At first the railroad functioned primarily as a feeder or adjunct to the steamboats. It prospered directly as did they by the increased travel which resulted from its opening.

In a few years, however, railroad owners began to acquire holdings in the steamboat lines, and this change, together with the construction of the Providence and Stonington railroad, which was opened on November 10, 1837, led to the railroads becoming the dominant influence. When it was possible to travel by rail from Stonington to Boston, via Providence, steamboat lines were quickly established from that town to New York. Stonington is the farthest east of the good harbors along the Sound, and so provided for the longest water route next to that to Providence. Also the journey from there to Boston by train was not inconveniently long, as it had been in stage coach days. A further advantage was the avoidance of the often rough passage around Point Judith. These conditions led to the railroads directing, and to some extent controlling, the routes of steamboat travel. Providence, instead of being the terminus of both steamers and the railroad, became an intermediate point, and had to share with Stonington the through travel. In ten years time the Stonington line had absorbed an appreciable amount of the business, and most of the rest of it went to the newly established Fall River Line, for which railroad connections had just been built. As a result the Providence line, although the earliest and for some years the only important route between New York and Boston, practically ceased to operate for some years. But before that time several important steamers were built and placed in service, and some of these must be considered in passing.

The year 1836 is of particular interest, for during that year three large steamboats were completed for the Providence line. These were the "Massachusetts," the "Rhode Island," and the "Narragansett." The "Massachusetts" was placed in service in April, 1836. She was somewhat larger than the earlier boats and was one of the first Sound steamers to carry her boilers, which were made of copper, on the guards. This custom originated on the Hudson River in the late 1820's and prevailed there for more than fifty years; it was introduced to the Sound in the middle 1830's and remained until the middle 1860's, and it appeared occasionally even in coasting steamboats, as in the "State of Maine" (1848). The "Massachusetts" burned wood, as had all her predecessors, for coal was not used regularly for fuel until the 1840's

—indeed it has been said that the difficulty of burning coal under boilers designed for wood may have caused the “Lexington” disaster, as that vessel began to use coal only a week or so before her loss. The “Massachusetts” was a late example, probably the latest on the Sound, of a boat with double beam engines. She ran to Providence for several years, and later ran to Stonington for a time. In 1847 she was chartered to the Fall River Line, and ran with the “Bay State” until the “Empire State” was completed, early in the following year. In 1849 her copper boilers were replaced by two new ones of iron. As late as 1855 she was used as an excursion boat at New York, but what finally became of her is unknown.

In August, 1836, the “Rhode Island” made her first trip. She was slightly larger than the “Massachusetts” and differed from that vessel in having a “square” engine, which was one of the largest of that type ever constructed. The square engine was a development from the engines constructed for Robert Fulton. It was practically universal in the first decade of steam navigation, but from about 1820 it began to be supplanted by the early forms of beam engine. In the 1830’s it was distinctly less favored than the beam engine, and after 1840 examples of it are rare—the “Massachusetts” (1842), running to Nantucket, and the “Bradford Durfee” (1845), running between Fall River and Providence, being among the latest. The “Rhode Island” was one of the last of the Sound steamers to have that type of engine. She ran at first to Providence, but when the Stonington railroad was opened, she and the “Narragansett” began running between New York and Stonington. She remained in that service until sold, in 1846. In 1849 she ran between New York and Philadelphia for a short time, and in the next year she started for California, as did many other river and Sound boats, totally unsuited to open sea navigation, at the time of the gold rush. When only a few days out of New York she ran into a heavy storm, in the Gulf Stream, and foundered, but not before her crew had been taken off by a passing sailing vessel.

On October 13, 1836, the “Narragansett” arrived at Providence for the first time. She was very narrow in proportion to her length and was given an engine of unusual

power for a vessel of her size with the hope that she would be very fast. In fact, she was built purposely to surpass or at least to equal the "Lexington" in speed, but she did not succeed in either. She was very unsteady in a seaway, and on one occasion lost her equilibrium altogether and lay over on one side. There were further difficulties in her operation caused by the fact that the engine was too powerful for the hull and strained it badly when the vessel was pushed. She ran to Providence, and later to Stonington, with the "Massachusetts" and "Rhode Island," until sold in 1846. On October 28, 1846, when on the way to New Orleans to go into service on the Gulf of Mexico, she was stranded at Mosquito Inlet on the Florida coast and became a total loss.

Two years after these boats were built, the most interesting of the later opposition boats was put in service. This was the "John W. Richmond." She was built in Providence, both hull and engine, and was put in commission in June, 1838. She proved to be equal in speed to the best of the steamers of the old company, and when those interested in the old line found that even the "Narragansett" could not beat the "Richmond," they offered Vanderbilt a good price for the "Lexington," provided she proved to be the faster boat. The result was a race, during the fall of 1838, from Stonington to New York, in which the "Richmond" was the winner. Probably the "Lexington" was actually the faster boat, but she was outmanoeuvred by those in charge of the opposition boat. The "Richmond" continued running until 1840, but in that year the old line obtained enough stock in the company which owned her to give it control, with the result that she was taken off at once and sold to run between Boston and Hallowell, Maine. On September 30, 1843, she was accidentally burned at the wharf in Hallowell.

In the early 1840's passenger travel tended more and more to go by way of Stonington instead of Providence. One difficulty with running to Providence was the lack of water. The steamers were being built larger and so required greater depth of water in the channel. Dredging was done in 1853 and occasionally in the years following, but not until 1873 could a vessel be assured of a twelve foot channel all the way to the docks. The direct result was that the newer boats ran only to Stonington, where there was ample depth of

water. Another factor was the elimination of the ferry at Providence which connected the railroads to Stonington and to Boston. After May, 1848, it was possible to travel without change from Stonington to Boston, which had not been possible before that time. Perhaps the most important reason for the decline of passenger steamboat travel through Providence was the opening of the Fall River Line, in 1847. The new steamers built for that line were larger and better than any others then running on the Sound, and the result was that the Providence line ceased to be served by the large passenger boats which had formerly run there.

Although the old line withdrew its steamers entirely from Providence, there was several small steamers running between that city and New York during the 1840's. Most of them had previously been used on other routes. The "New Haven," from the New Haven line, was running in 1841 and 1842; the "Cleopatra," from the Connecticut river, and the "Charter Oak," also from Connecticut, were on the line in 1842 and occasionally later; the "Curtis Peck" appeared in 1843; and the "Neptune" and the "New Jersey" began running in 1844. The "Neptune" ran for three successive years. Four of these steamers are documented by old posters which were given to the Historical Society by Dr. Terry some years ago.

The only line of steamers running regularly to Providence in the 1850's was the Commercial Line. That company began business in 1851 with three small propeller steamers. A few years later a similar but slightly larger boat was added to the line, and in or after 1858, four more steamers larger than those preceding. For a short time the boats carried passengers, but by mutual agreement with other Sound lines the passenger accommodations were removed. Freight was the principal source of revenue, and in that the new line competed successfully with the Stonington line. In 1862 two of its steamers were sold to the Government to be used as blockaders, and three more boats were chartered to the War Department for use as transports. The result was a necessary decrease in the service. In 1864 the Commercial line sold out to the Neptune line.

The Neptune line was begun in 1863. They had built several small propeller steamers, having at one time as

many as nine in commission. In 1864, as mentioned, the Commercial Line was purchased and in the next year the combined lines were consolidated with the Stonington Line. The new company was called the Merchants' Steamship Company. It contracted for two new steamboats larger than any then running on the Sound. These boats were to be named "Pilgrim" and "Puritan," but when finished they were known as the "Bristol" and "Providence." They were intended to run to Bristol, connecting there with the railroad to Boston, in opposition to the Fall River Line. Shortly after these boats were begun, three serious disasters occurred. The old "Commonwealth," built in 1855, which had come into the possession of the new company, was burned on December 29, 1865, at Groton, Connecticut.

On January 17, 1866, the "Plymouth Rock" was stranded, but she was refloated and repaired, although at great expense. Late in the same year, on December 27th, the "Commodore," of the Stonington Line, went ashore in a heavy storm and was lost. These three losses, none of which was covered by insurance, caused the bankruptcy of the company. The "Bristol" and "Providence" were then incomplete and work on them was suspended for some months until, early in 1867, they were purchased by a new company, the Narragansett Steamship Company, and by them completed and put in service in June, 1867. Their subsequent history is a part of that of the Fall River Line.

The steamers, other than the "Bristol" and the "Providence," which had belonged to the Merchants' Company, were divided between two new companies. Three of the large fleet of propeller steamers, which had run originally in the freight service of the Neptune Line, were placed on the outside line to Boston—that is, they ran from New York directly to Boston, out around Cape Cod. They never returned to Narragansett Bay, hence their subsequent history does not concern this paper. The other steamers were obtained by the Providence and New York Steamship Company, which ran them to Providence, carrying freight only, until April, 1875. In the meantime the Stonington Line, which had been suspended after the loss of the "Commonwealth" and "Commodore" and the resulting failure of the Merchants' Company, was re-established in January, 1868, largely by

the Stonington Railroad, the welfare of which was at the time directly dependent upon steamer connection to New York. This revived Stonington Line was consolidated with the Providence and New York Steamship Company in 1875. The resulting corporation, known as the Providence and Stonington Steamship Company, decided to reopen passenger service to Providence, which had been abandoned since 1847, and so had built the steamer "Massachusetts" in 1877. She ran with the "Rhode Island," which had previously been running to Stonington. These two boats were the first large passenger steamers, comparable to those of the Fall River and other Sound lines, which had run to Providence. The "Rhode Island" had been built in 1873, and when new had been one of the fastest steamers on the Sound. She ran until November 6, 1880, when she ran ashore at Bonnet Point, on the west shore of the Bay just below Saunders-town, and was wrecked. Only the engine was recovered, but that was placed in the new "Rhode Island," built in 1882. This engine in turn was removed in 1890 and in its place a compound beam engine of unusual form was installed. This second "Rhode Island" ran for many years to Providence, and later, from about 1910, was laid up at Fall River, where the writer remembers seeing her. In 1916 she was purchased, dismantled, and converted into a four-masted schooner, but before making a voyage she was sunk in New York harbor. The "Massachusetts," in her first year was nearly wrecked on Long Island, on October 14, 1877, but she was refloated and repaired. After this event her career was uneventful for many years. In the summer of 1902 her walking beam broke, and after that she was laid up at Stonington. In 1904 she was dismantled and burned at Boston.

The "Connecticut" was built for the Providence line in 1889. She had a wooden hull, by exception, as the Sound steamers had been built of iron or steel from about 1880. Her engine also was unusual. It was of the oscillating type, similar in plan to the engines of river and coasting side wheel boats in Europe. This form of engine had been successful when used for small steamers, but when adapted to a large boat, with high pressure steam and increased size, it proved to be very unsatisfactory. Probably this is the reason why the Connecticut was not kept in service as long

as other steamers. She was retired about 1910, and in 1912 was dismantled and burned.

In 1893 the New York, New Haven and Hartford Railroad obtained possession of both the Boston and Providence and the Old Colony Railroads, and with them it acquired ownership of the Providence and Fall River Lines. Since that time no new boats have been built for the Providence service, although several steamers, built originally for other routes, have run to Providence from time to time. Among these were the "Pilgrim" and "Puritan" of the Fall River Line. From 1905, when the "Providence" of the Fall River Line went into service, she and the "Plymouth" ran between Providence and New York each summer until 1918, when, because of the war, the line was suspended. For several years after the war there was no regular line boat service, but within the past few years, the "City of Lowell" and "Chester W. Chapin," originally of the New London and New Haven lines respectively, have run to Providence all the year round.

There have been "opposition" lines running to Providence in recent years as well as in the early days of steamboating. The Joy Line, organized in 1899, was the best known. It began running steamers in 1900, having at first two coast of Maine steamers, the "City of Richmond" and the "Tremont." In 1901 the "Penobscot" of the Boston to Bangor Line was added. In August, 1902, the "Cumberland," which had been built in 1885 to run between Boston and St. Johns, New Brunswick, was purchased and renamed "Larchmont." A short time later her sister boat, the "State of Maine," built in 1882 for the same route, was also added to the Joy Line and renamed "Edgemont." The older boats had been disposed of, and the "Larchmont" and "Edgemont" ran between Providence and New York until, on February 10, 1907, the "Larchmont" was run down, when off Watch Hill, by a schooner and was sunk, with the loss of over a hundred persons. This disaster reminds one of the loss of the "Lexington" in that it occurred, as did the earlier one, in the coldest of winter weather. There was not, of course, in this case, the element of fire. The Joy Line had been acquired indirectly by the New Haven Railroad in 1906, and after the loss of the "Larchmont" the line was withdrawn and the

"Edgemont" sold. Until five or six years ago she was in use as an excursion boat on Chesapeake Bay.

A few years after the Joy Line was discontinued, the Bay State Line was organized. It ran the "Tennessee," which had come from Chesapeake Bay and had been run by the Joy Line as an opposition boat from Fall River, and in 1910 bought the "Georgia." These two steamers were run until about five years ago, when they were laid up. The Bay State Line was controlled by the New Haven railroad, and when the old line was recommenced by the "Chester W. Chapin" and "City of Lowell," the "Tennessee" and "Georgia" were no longer needed.

In 1910 the Colonial Line was begun, largely through the efforts of one of the original proprietors of the Joy Line. It purchased the "Washington" and "Norfolk," which had been built in 1891 to run between those two cities, and renamed them "Concord" and "Lexington." They have been run continuously ever since. The Colonial Line has had control of other vessels from time to time, such as the "Cambridge" and the "President Warfield," but the "Concord" and "Lexington" have been their regular steamers in the service.

At one time there was a prospect of another line of passenger steamers to Providence, but it did not materialize. The Grand Trunk Railroad proposed to build a connection between Providence and the Central Vermont Railroad, which would have given Providence direct contact with Canada and the west. The project was commenced and was carried on for some time, but was finally left unfinished. In the meantime, anticipating the opening of the new railroad, two steamers were built to connect with it and to run between Providence and New York. They were completed in 1913, but were never used for the route for which they were intended. They were tied up at New London until 1917, when the Navy took both vessels and used them to carry supplies across the English Channel between England and France. These steamers were named "Narragansett" and "Manhattan." After the war, the "Manhattan," which had been renamed "Nopatin," was purchased by the Hudson River Day Line and rebuilt to serve as a river excursion steamer. She is now known as the "De Witt Clinton," and is used on the

lower Hudson. Her draft is too great to permit her going up the river above Poughkeepsie.

* * * * *

The Fall River route was started much later than that to Providence, but it has maintained its importance more constantly than any other Sound Line running to New York, with railroad connection from its eastern terminal to Boston. From the beginning the Fall River Line steamers have been larger and finer in every way than other boats running on the Sound. They have been more closely connected with Newport than the Providence steamers, for they have been making stops here, in both directions, practically from the first, whereas the boats running to Providence, except in the early days when there were few steamers connecting the towns on the Bay, have run through without stopping.

There were steamboats running from Fall River to Providence, Newport, and other towns on the Bay as early as 1826, but not until 1844 was there direct connection by steamer with New York. Earlier than that it had been necessary for anyone in Fall River wishing to go to New York to travel by boat to Providence or Newport and take the steamer thence to New York.

In 1844 the steamer "Eudora" was built and placed in service between Fall River and New York. She was a small propeller boat, built at New York and launched April 27, 1844. In July she was completed, and on the 31st. of that month she made her first sailing from Fall River westbound. For a short time she ran to Norwich, carrying freight primarily, but her regular route was to Fall River. She was not a success financially. At first she made two round trips a week, but in 1846 the service was reduced to one trip a week. In spite of the fact that railroad connection to Boston had been made through the construction of the Fall River railroad, which was opened on June 9, 1845, the boat could not be made to pay. She was sold in October, 1846, and on November 19th. she left Philadelphia for the Rio Grande, to be used as a government transport. In 1849 she was lost by stranding on the Florida Coast.

It is interesting to observe that the first steamer running

between Fall River and New York was a propeller boat. That route has been served ever since by side wheel boats, among which have been some of the largest and finest examples of that type of steam vessel ever constructed. To students of the history of naval architecture, abroad as well as at home, the Fall River Line boats have long been known in that connection, and it is, therefore a curious anomaly that the very first of them was not a side wheeler at all. Strictly speaking the "Eudora" was not of the Fall River Line, for she was owned by a group of individuals, not by an organized company. The Fall River Line may be said to have been inaugurated in 1846, when the Bay State Steamboat Company was organized. Its purpose was to provide a line of steamers to New York, to connect at Fall River with the railroad to Boston. Some of the proprietors of the "Eudora" were later active in organizing the new company, but that is the only connection between the "Eudora" and the larger, side wheel steamers which soon followed her on the Fall River-New York route.

The first steamer built to run to Fall River was the "Bay State". She was launched at New York on December 1, 1846, and began running in the summer of 1847. Her running mate was the "Massachusetts," which was chartered from the Providence Line and has previously been described in connection with it. The "Bay State" was built more heavily than the earlier Sound boats had been. Most of them had been similar to contemporary Hudson River boats, which were necessarily built as light as possible in order to give them great speed and also to keep their draft of water to a minimum, to enable them to reach Albany. Sound boats did not need such restrictions as to depth, and moreover those running around Point Judith had every need for heavy construction, for some twenty miles of the route is through the open ocean. In other words, the Fall River to New York route combines the conditions of river, bay, sound, and ocean navigation, and as a result a compromise type of vessel, neither exclusively a river boat nor a coasting steamer, is needed. This fact was recognized at the very beginning, and the "Bay State" was planned and built to meet the existing conditions. It is very interesting to trace the development of the Fall

River Line type of steamer, from early times to the present, by comparing it with contemporary vessels built for service under more uniform conditions, but the scope of this paper hardly permits such a discussion. It is well to mention, however, that at least one of the Fall River Line steamers, the "Metropolis", to be discussed presently, was framed as heavily as were contemporary coasting and even transatlantic steamers, and in that respect she represents a further development of the principles first adopted in the case of the "Bay State".

This steamer remained in service until 1864. In that year she was dismantled. Her hull was converted into a barge, and the engine was rebuilt and given a larger cylinder and in 1865 placed in the steamer "Old Colony".

The year after the "Bay State" began running, a similar but slightly larger steamer was put in service. This was the "Empire State". She was built at New York by Samuel Sneedon, who had built the "Bay State", and her engine also was by the same firm which had made that for the earlier vessel, the Allaire Works. She was launched on March 18, 1848 and made her first trip in July or August of that year. Soon after being put in commission, on January 13, 1849—just nine years to a day from the time of the burning of the "Lexington"—the "Empire State" caught fire at her wharf at Fall River and was burned. There was this difference however: she was tied up at her wharf, so no lives were lost. She was towed to New York and there rebuilt, returning to the line in June, 1849. She had other troubles later, for on July 26, 1856, the steam chimney on her starboard boiler exploded, and twenty-one persons were injured, some fatally. In October, 1857, and again in March, 1858, she ran ashore at or near Hell Gate and was sunk. Hell Gate, in those days, long before any dredging or blasting had been done, was even more difficult to navigate than it is now. The "Empire State" remained in service until 1871, when she was sold. She was used as an excursion boat at Boston, and later at New York, and finally was burned at Bristol, R. I., where she had been laid up, on May 14, 1887.

The next steamer to be added to the line was the "State of Maine", which was purchased in March, 1849. She was built in 1848 to run between Portland and Bangor, but was a larger

boat than could be supported by the amount of travel on that route at that time. After being brought to Fall River she was kept as a spare boat, for use when an accident should occur to the "Bay State" or the "Empire State" or when those boats were taken off the line for repairs and painting. In the summer of 1853 she ran for a time as a day boat between Newport and New York. It should be noted that there have been several attempts to establish a day line between Newport or Fall River and New York but none of them have been successful. The "State of Maine" was used also in excursion business, running at times to New London and to Nantucket. As she had been built for outside service, to run down east from Boston and Portland, she was as good a sea boat as the two larger steamers which had been built for the line. She remained on the Fall River route until 1863, when she was chartered to the Government for use as a hospital boat on the James River. After the war she returned to New York, where she was used as an excursion boat for a few years. Later she was sent to the West Indies, but what finally became of her is not known.

The "Metropolis," previously mentioned, was the next boat built for the line. She was launched at New York on April 27, 1854, and arrived at Fall River on January 9, 1855, where her furniture and other fittings were put aboard. She did not go into service until May 7th. of that year. Her builder was Samuel Sneedon. The engine was by the Novelty Iron Works, and had a cylinder 105 inches in diameter—the largest ever cast up to that time: She was built as solidly as were ocean going steamers of that period, the essential difference being that the hull timbers only extended to the second deck, where they were strongly tied together with iron bands and rods, in contrast to ocean going vessels, where the outside planking was carried up a deck farther than was needed on this intermediate type of boat. In other words she was structurally as strong as a deep sea vessel but her outside planking did not extend up so high above the water line. Because of this heavy construction the hog frame, which was needed in most boats of this sort to distribute over the entire length of the hull the weight of the boilers, engine, and paddle wheels, was not required, and so was omitted. She had four boilers instead of the usual two, but the boilers,

placed in pairs on the guards, shared a single stack between them, in contrast to the later "Newport" which also had four boilers but four stacks, one for each. The paddle wheels were made entirely of iron, and probably were the first so built on any Sound steamer. In spite of the weight and solidity of her hull, the "Metropolis" had great speed, due to the power of her engine. She made a fast trip from New York to Fall River on June 9, 1855, in eight hours and fifty-one minutes, with an average speed of 20.5 miles an hour. Probably her speed was not equaled until the "Newport" began running, in 1865. After about 1867 the "Metropolis" was retired from regular service, and was laid up for a time at Bristol. In 1873 she was towed to Newport, and her superstructure removed. It was intended to make her into a railroad car ferry, to run in New York harbor, but after she was dismantled it was discovered that the shafts between the engine and the paddle wheels would interfere with loading the cars. It was inexpedient to alter their position, so the "Metropolis" was never used in her changed state. She remained at anchor off the Point shore, opposite what is now the Naval Hospital, for a number of years, and in 1879 she was sold and taken to Boston and there broken up. It is interesting to recall the fact that the carving on the pediment of the Newport Artillery Company's building on Clarke Street came from this steamer. It was formerly at the center of the radiating fanlike front of one of the two paddle wheel boxes, and was removed from the steamer when she was dismantled. Colonel Powel purchased it and presented it to the Artillery Company, thus preserving a very interesting relic of an important Sound steamer of the mid-XIXth. century.

In 1863 the first of several changes in ownership took place. The primary cause was the extension of the railroad from Fall River to Newport. It was thought that it would be more advantageous to have the boats connect with the trains at Newport, so for a time the steamers did not run through to Fall River. In fact, for six years, until 1869, it was in essence the "Newport Line," although, for sake of continuity, the distinction is not usually made. The company was reorganized as the Boston, Newport and New York Steamboat Company. Most of the stock was held in Boston, although there were two Newport representatives on the

Board of Directors: Benjamin Finch and Rufus B. Kinsley.

The next year, 1864, the company had built at Medford, Mass., a small wooden hull propeller boat designed to carry freight only. She was not a good sea boat, however, and had a very limited freight capacity, so she was not in regular use. She was broken up in 1880. Her name was "Fall River"—not to be confused with the later and much larger "City of Fall River," also a freight boat, which was as successful as the early "Fall River" was a failure.

In 1865 two new side wheel boats, the "Newport" and the "Old Colony" were added to the line. The "Newport" was slightly the larger of the two, but they were of similar model. The only obvious difference was that the "Newport" had four smokestacks, one to each boiler (in contrast to the pairing of boilers which was the arrangement on the "Metropolis"), but the "Old Colony" had the more usual two boilers, one on either side, each with its own stack. Except for the "C. H. Northam" of the New Haven Line, built in 1873, the "Newport" and the "Old Colony" were the last steamers with boilers on the guards which were built for Sound service. They were used at first between Newport and New York, but later, after the amalgamation with the Bristol line, they ran occasionally to Fall River. The usual arrangement from the middle 70's onward was to run the "Newport" and "Old Colony" in summer only, between New York and Newport, and the "Bristol" and "Providence" all the year around, between New York and Fall River, stopping at Newport when the two smaller steamers were not in commission. The "Newport" was thought to be as fast a boat as the "Metropolis," because, although her engine was smaller, her hull was much lighter and narrower. Whether she actually attained greater speed than the earlier boat is not known. The "Newport" had a very large hog frame—perhaps the largest, in proportion to the size of the boat, ever carried by a steamer. Both boats had the usual experiences of breakings of shafts, engine accidents, boiler replacements, and the like, but they continued in use until the late 80's when they were supplanted by the larger boats then built. The "Newport" was dismantled in 1889 and her hull was converted into a coal barge. The "Old Colony" remained in use until about 1892, but what finally became of her is uncertain.

Two years after these boats were put in commission, the Bristol line was opened by the "Bristol" and "Providence." These boats have been mentioned previously in connection with the Providence line. They were intended to run in opposition to both the Fall River (Newport) Line and the Stonington Line. For two years, 1867 and 1868, they did so, but in 1869 the Narragansett Steamship Company, which was the company operating the Bristol Line, combined with the Boston, Newport, and New York Steamboat Company and withdrew the service to Bristol. In the same year boat service to Fall River was resumed, with stops in both directions at Newport, except when separate steamers were running to Newport only, in which case the Fall River steamers ran through without stopping. Fall River has been the terminus ever since.

The "World Renowned, Mammoth Palace Steamers, BRISTOL and PROVIDENCE," as they were called in contemporary announcements, were among the most distinguished steam vessels which have run on Long Island Sound. In relation to other steamers of their time they were even more distinguished than their successors have been. Just now, because of the beautiful model of the "Bristol" which Dr. Terry has presented to the Society, it is perhaps justifiable to discuss them in greater detail than any of the other steamers which have been mentioned. Instead of commenting upon them directly, I propose to quote certain passages. For example:

"The 'Bristol' and 'Providence' were built in 1866 by William H. Webb, of New York, in a very substantial manner by day's work, and nothing was omitted which money could procure to make them in every respect the finest specimens of marine architecture of their day. The engine of each vessel was the largest engine of its type in any steam vessel of the time, and was constructed by John Roach at the Morgan Iron Works, from designs by Erastus W. Smith, engineer, of New York. Each vessel had 240 staterooms and over 300 berths in all for the accommodation of passengers, and were able to care for 840 passengers with comfortable sleeping

quarters on a trip. Their freight capacity was placed at 40 freight cars each.”¹

And again:

“The ‘Bristol’ and ‘Providence’ in their construction were so far in advance of the type of steamboats heretofore built that they were looked upon as marvels and their fame was world-wide. They were larger, more powerful, and carried more passengers than any of their rivals. . . . An additional deck upon these boats permitted a gallery tier of rooms. When they were building they attracted much comment because of the great height from the keel to the dome deck, and some folks declared that they would be top heavy. They were lighted by gas, and later on steam heating and steam steering gear were installed. Each boat carried a band of music and the officers and crews wore uniforms—two innovations that helped to make the ‘Bristol’ and ‘Providence’ famous.”²

Furthermore:

“The ‘Bristol’ was one of the most celebrated steamboats ever built, and, with her sister-ship, the ‘Providence’ became world-renowned, being the most magnificent vessels known in the history of steam navigation, and the largest, most complete, and finest for many years. The “Bristol” cost, when new, \$1,250,000, and was built for service on Long Island Sound; had accommodations for 1200 night passengers, room for a large quantity of deck freight, and great speed. Water-tight compartments, floors of solid white oak, every beam bolted fore and aft and cross-braced with iron from the keel to the tops of the paddle boxes, in addition to being strengthened by heavy hog frames. Internal

1. Morrison, John H., “History of American Steam Navigation” (W. F. Sametz & Co., New York, 1903). p. 319.

2. “Fall River Line Journal,” May 31, 1909. p. 14.

fittings of the most complete and elaborate description, beautified with carved work, frescoing, gilding, and the richest of carpets, furniture, and hangings."³

"The 'Bristol' and 'Providence,' of the Fall River Line of Sound steamers between New York and Boston, for size, proportions, and general magnificence of appointments have attracted the attention and admiration of travellers from every portion of the world. They are 373 feet long, 83 feet beam, 3000 tons register, and cost \$1,250,000 each. During the Centennial season, 1876, the passengers carried in safety and comfort by these mammoth steamships were numbered by hundreds of thousands. Over one thousand persons frequently made the trip in one of these steamers without discomfort or crowding. The fresco-work and gilding of the interior is elegant and elaborate, the shading and coloring having a most harmonious and beautiful effect. The main saloons, galleries, and cabins are carpeted richly and tastefully, and the furniture elegantly upholstered. . . . "⁴

" . . . The painting, by George C. Barker & Son, and the decorating by Hayman, of this city, have been a source of enormous outlay, but the result is an equivalent to the cost, for the passenger, on arriving at the Quarter Deck and proceeding to the Grand Saloon, must certainly imagine that he is in the halls of enchantment, only read of in the Arabian Nights' Entertainments. In each panel on the Quarter Deck is painted a piece of statuary, while every nook and corner is covered with paint of the most delicate hue and finished off with an

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3. Stanton, Samuel Ward. "American Steam Vessels" (Smith and Stanton, New York, 1895). p. 193.
 4. Preble, George Henry (Rear-Admiral, U. S. N.), "A Chronological History of the Origin and Development of Steam Navigation" (L. R. Hamersley & Co., Philadelphia, 1883). p. 262 (first edition).

abundance of gilt. The appearance of the main saloon is really charming. Here, there, and everywhere, are flowers and birds, the one, in some cases, just appearing to blossom and the other, apparently, just waiting to spring from a branch, whereon it is perched, so naturally is everything done. In the main saloon, ladies' saloon, and social hall, may be seen very delightful specimens of good taste in the selection of the new velvet carpets, rugs, mats, silk curtains, lace curtains, etc., all of which are of the very costliest kind. The whole of the furniture in the grand saloon and ladies' saloon is covered in plum colored velvet, while that of the social hall is done in velvet and rep, each having a very beautiful effect on the surroundings.. . . "5

How much of these passages is to be taken literally is a matter which is best left to the individual reader. They seem, at any rate, to convey a more complete idea of the character of the steamers and their relation to the generation which built them than could a few isolated phrases, taken from their setting and quoted arbitrarily.

The history of these boats can be told more briefly. The company which purchased them when incomplete, finished them, and ran them to Bristol, was formed by James Fisk, Jr., and he remained its President until he was killed in 1872. His relation to the steamers may well be described by another quotation:

" . . . The two boats, 'Providence' and 'Bristol' were fitted up in the most luxuriant style, furnished with elegant carpets, upholstering, bronzes and general fixtures. The dining rooms were conducted on the *a la carte* or European plan and supplied all the accommodations and luxuries of a first-class hotel. To add to the pleasures of the lovely ride up the Sound, a fine band of music accompa-

5. "The Floating Palaces, 'Providence' and 'Bristol' "—an article in the Newport Mercury of April 28, 1877, which is quoted only in part.

nied each steamer and delighted the passengers with sweet strains of choice music through the first four hours of the trip. . . Everything objectionable . . . disappeared and this became one of the most delightful and wholly enjoyable trips to be had anywhere in the world.

"It was in these steamers that Fisk seemed to take his special pride that summer, as he justly might. Each afternoon, half an hour or so before it was time for the steamer to start, he came upon the pier, in a 'nobby' citizen's suit, disappeared in some of the company's offices and soon emerged again in a full Admiral's uniform of the finest make. In this attire, which was quite becoming to him, he took his place at the gangway, where he must be seen by all who entered. His appearance the first few evenings created a grand sensation. The gay company that were promenading the decks and saloons, admiring the rich furniture, gilding, bronzes, and mirrors, and listening to the music, suddenly turned all their attention upon the man who had achieved so much notoriety, who had furnished the pleasures they were then enjoying, and who dictated orders to the noble steamer and her crew. . . . "Precisely on the moment announced for starting, he gave the command and the elegant steamer put out into the stream with her heavy load of passengers crowding her decks, music playing, flags flying, all her crew in uniform, each man having a badge on his cap showing his office and duty. . . The Admiral remained on board till the steamer was well out into the bay or hauled round into the East River. Here he was met by a small tug boat that came out to bear him back to the city. As he parted from the steamer that was now his pride, the company crowded around for another glimpse of him and the officers gave their commander a parting salute.

"The custom of going out into the stream with the departing steamer was not continued long. It necessitated a stop and some inconvenience, and

was therefore discontinued as soon as the novelty and glory of the ceremony had worn away. Thereafter Fisk contented himself with giving and receiving the parting salute as the steamer put out from the pier. This formality over, he again disappeared in the offices of the company and soon came out metamorphosed in a surprisingly short time from a full-blown Admiral into a private citizen dressed in the extreme of fashion.

"It was in June of this year (1869) that the great Peace Jubilee took place in Boston. President Grant went on to attend and when he arrived in New York the best accommodations of Fisk's steamers were placed at his disposal and accepted. The Admiral improved this opportunity to have a little familiar conversation with the President. Jay Gould and several others of this *genus* were also passengers that night (on the 'Providence') and sought to make themselves as intimate as might be with the chief magistrate of the nation. The Admiral, in full uniform, even accompanied the President to the Coliseum, the place in which the jubilee was held, and for simple sensation his presence on that occasion quite surpassed that of General Grant. It was this episode that won for him the title of 'Jubilee Jim'."⁶

This account gives a most interesting picture of the "elegant" days of the post-Civil War period, in which the Mammoth Palace Steamers were conspicuous and of which they were a truly characteristic expression.

After the boats were transferred from Bristol to Fall River, Fisk retained his interest in them. After his death, the company was reorganized as the Old Colony Steamboat Company, and from that time it was controlled and later owned, by the Old Colony Railroad. In 1894 the railroad was acquired by the New York, New Haven and Hartford

6. "The Life and Times of Colonel James Fisk, Jr.," quoted in "Steamboat Days," by Fred Erving Dayton (Frederick A. Stokes Company, New York, 1925). pp. 202-204.

Railroad, and its steamers, including those of the Fall River Line, thus became the property of the New Haven road, in whose hands they have remained since that time.

It may be interesting to mention some of the experiences of the "Bristol" and "Providence" during their careers.⁷ In July, 1869, the "Bristol," when westbound, ran into a bark, near Sands Point, and sank her. The sailing vessel was in ballast. Her crew was saved by the steamer. In October of the same year she ran ashore on Bishop's Rock, off Coddington's Point, and remained there a day before she could be gotten off. She was not injured. On June 24, 1872, she ran into the schooner "Fred Warren" of Bangor, when off Easton's Neck and crushed the bow and part of the starboard side of the sailing vessel. On August 10, 1872, she ran into the bark "Bessie Rogers" and sank her. The bark had anchored outside the Torpedo Station, directly in the steamer's course, and the accident, as were most of those already mentioned, was due to dense fog. The "Bristol" cut into the "Rogers" almost as far as the mainmast and demolished fifteen feet of her side. The bark was raised some time later, and was purchased by Mr. E. D. Morgan and for many years was used by him as a boathouse in Brenton's Cove. Some of her timbers are still, or were recently, visible in the water beside the rock on which Mr. Morgan's house, now belonging to Mr. Marion Eppley, stands. To continue the account of minor mishaps, on April 12, 1874, the "Bristol" ran ashore on the south end of the Torpedo Station, or Goat Island, when entering the harbor in a fog, and remained there for three hours. She was pulled off by the revenue cutter "Samuel Dexter". On August 5, 1875 she scraped against rocks when passing through Hell Gate into the East River, but no damage was caused. She was forced out of the channel by several small vessels which had the right of way. In the next year, on the 21st. of October, she struck a schooner off Huntington, L. I., in a dense fog, but the schooner was only slightly injured. On June 14, 1877 she ran ashore again when

7. Most of these incidents are recorded in the "Newport Mercury" and are known to me from a set of clippings which were saved by the late Clarence Stanhope and which came into my possession through the kindness of Miss Clara A. Stanhope.

entering Newport Harbor in the early morning. Because of the dense fog, she ran in too far before turning towards the wharf, and so got aground on the mud flats, where she remained until the rising tide floated her off, some four hours later. Among the Stanhope clippings are none relating to the "Bristol" during the '80's, except those describing the fire. That event must be considered in some detail.

The "Bristol" had been in continuous service through the summer and fall of the year 1888. She left New York on what was to be her last trip on the afternoon of December 29th, and arrived at Newport at about 3 A. M. on Sunday morning, the 30th. It is said that shortly before reaching the harbor she was found to be on fire, but that statement has been contradicted. At any rate, about six o'clock that morning fire was first seen, by people on the wharf, breaking through the upper deck near the engine. All the freight and all but a few of the passengers were ashore, but the fire spread with such rapidity that those then aboard escaped only with difficulty. The Newport firemen responded quickly to the alarm, but within an hour the fire had so increased that it was seen that the steamer could not be saved. Fortunately there was no wind at the time, so the fire was prevented from spreading to the wooden wharf buildings and to the steamers "Pilgrim" and "City of New Bedford" which were tied up nearby. Later in the day a light southwest breeze sprang up, but by that time the fire was confined to the hull of the "Bristol," as the superstructure, except for the paddle-wheel boxes, which were so saturated with salt water that they would not burn, had been entirely destroyed, and thus the danger of the fire spreading was over. The steamer finally sank, whether because the hull burned through, or because of the quantities of water which were poured on, is uncertain. She remained awash nearly a month, but on January 25, 1889, she was raised and towed around into the south dock. She was sold there. How long she remained is uncertain; in March a wrecking schooner was engaged in taking out the machinery, but what finally became of the remains of the hull is not recorded.

Some details from the life history of the "Providence" may be mentioned in passing. On June 7, 1874, she ran into

the schooner "S.D.Hart," from Philadelphia bound for Portsmouth, and injured the latter's hull and rigging. This occurred off Point Judith, in a dense fog. The steamer was not damaged. On September 10, 1875, when near Point Judith westbound, in a heavy southeast storm, a wave caught her as she was listing to port and, being suddenly compressed within the paddle box, it broke through into the Quarter Deck, flooding that part of the vessel. No serious damage resulted, but she was obliged to turn around, to keep the broken wheel box away from the seas, and to return slowly to Newport. On May 7, 1876, when entering Newport harbor from New York, she ran into the bark "Ocean Gem," which had put into the harbor the day before in distress. She increased the leaks which a heavy gale had started previously outside. There was fog at the time and the sailing vessel showed no lights, so the steamer was not held to be responsible. On September 28, 1877, she was run into by a schooner when near Point Judith, with damage resulting to the steamer from her port bow aft for some thirty feet. The schooner's bowsprit penetrated through two staterooms as far as the inner saloon, but no one was injured. The damage was repaired the next day at Newport. On October 19, 1880, when off Watch Hill, eastbound, her port shaft broke. The "Albatross," a small propeller steamer, came alongside and attempted to tow the "Providence," but she was soon relieved by the larger "City of Fitchburg," which brought the "Providence" into Newport. The work of removing the broken shaft and installing a new one in its place took about two weeks. Five years later, on April 21, 1885, she ran into the New York Pilot boat "Pet" No. 9, which was becalmed off the Dumplings. The sailing vessel's rigging was considerably injured. The next year, on November 28, 1886, she ran into a coal barge, which had been anchored in the wrong position in the harbor. The most serious accident occurred in 1887. On June 22nd of that year she ran ashore on the end of the long sand spit which makes out from Hog Island to the southeast. She went on at nearly high tide, with the result that for several weeks she could not be refloated. The hull was considerably strained, making necessary extensive repairs. The "City of Worcester" (1881) of the New London line was chartered to run in her place. In October,

1888, the "Providence" ran into and sank the steam yacht "Adelaide," belonging to Mr. L. H. Livingston. After the burning of the "Bristol" and the advent of the "Puritan" (1889) and "Plymouth" (1890), the "Providence" was retired from regular service. She was used occasionally, however, until the "Priscilla" came out, in 1894, after which she ran very seldom. In December, 1895 or '96 she was called out for a few days' service just after Christmas, when several other steamers happened to be incapacitated at the same time, but that was probably the last time she was in commission. She remained tied up at Briggs Wharf until the fall of 1901, when she was sold and towed away. She was taken to Boston and there dismantled, and after her furnishings and machinery had been removed, she experienced the ultimate fate of most wooden steamboats—she was hauled out on a beach and burned, so that the quantities of brass, copper and other valuable metals which had been used in her construction might be recovered. Thus passed the second and last of the Mammoth Palace Steamers. She survived the XIXth century, of which she was so typical an expression, by only a little over a year.

The principal dimensions of, and other important facts relating to, the "Bristol" and "Providence" are: *Hull*, of wood, constructed by William H. Webb, at New York; length of keel 362 feet, length over all 373 feet, breadth of beam 48 feet 4 inches, breadth over guards 83 feet, depth of hold 16 feet 6 inches, draft of water 10 feet 3 inches, tonnage: 2962 gross, 2064 net; *Engine*, simple beam, surface condensing, constructed by Morgan Iron Works, New York. Diameter of cylinder 110 inches by 12 feet stroke. Average revolutions per minute 19. Indicated horse power 2900; *Paddle Wheels*, radial type, 38 feet 8 inches in diameter; *Boilers*, three, of iron, flue and tubular type, placed in the hold. Each 35 feet long, 13 feet in diameter. Grate surface 510 square feet, heating surface 13,850 square feet (total). Average steam pressure 18 pounds per square inch.

It may appear that undue emphasis has been given to these two steamers. The reason for such an extended discussion is, as has been suggested previously, that the acquisition of the model of the "Bristol" makes desirable at this

time putting in available form a somewhat complete account of the vessel, together with her counterpart, the "Providence," to which those interested in the model may refer. It would be quite possible to describe both earlier and later steamers in similar detail if limitations of space did not prevent.

After the building of the "Bristol" and "Providence," no new steamers were added to the Fall River Line for sixteen years. About 1880, however, it was seen that the existing four steamers were inadequate, particularly during the summer, to carry the passengers who travelled by the Fall River route. The result was that in 1881 a contract was made with John Roach & Son, of Chester, Pennsylvania, to build a new steamer of iron. She was named "Pilgrim." Her engine was made by the Morgan Iron Works, in New York, a long established marine engine building establishment which by this time had come into the possession of Roach. It is important to note that this engine was the largest simple, or single cylinder, beam engine (familiarily known as a "walking beam") ever constructed. This boat was made as nearly fireproof as possible, by enclosing the boilers, stacks, engine, kitchen ranges, and their uptakes, and other parts from which fire might spread in iron casings. She was stronger, also, than the wooden boats, due to the rigidity of the iron hull and to the extensive reinforcement and bracing of the wood superstructure with iron beams and rods. Her external appearance, however, was not very dissimilar to that of the "Bristol" and "Providence." Except for the absence of hog frames, made unnecessary because of the iron hull; the fore-and-aft placing of the stacks; and the longer and lower appearance, caused by her seventeen feet greater length, she showed no marked contrast to her predecessors. In reality she represents the transition from the earlier wooden boats to the later steel steamboats, which will be considered more in detail in connection with the "Puritan." The "Pilgrim" floated very low in the water, somewhat to the injury of her appearance. It is said that she was planned to be some twenty feet longer than built, but was reduced to 390 feet, at which length her hull was built, for fear that a longer boat would be unmanageable in the sharp turns in the channel at Hell Gate. This fear was groundless, as has been

shown since in the fact that the "Priscilla," which is fifty feet longer than the "Pilgrim," has gone into and out of New York through Hell Gate for nearly forty years without an accident. At the time the "Pilgrim's" length was reduced, someone neglected to revise the plans for the form of the hull as a whole, with the result that the finished hull had insufficient buoyancy to float at the proper level. The steamer was not necessarily less seaworthy as a result, but she was more subject to pounding from heavy seas during winter storms than were the other boats.

One other detail of construction deserves mention. The "Pilgrim" was one of the first of American steamboats to have both a double hull and transverse bulkheads. A double hull means two sets of plating, inner and outer, attached to both sides of the frames. If the vessel grounds and the outer plating is broken, water can enter only into the small space between the outer and inner "shells." Transverse bulkheads divide the interior of the hull laterally into a number of compartments, each entirely sealed off from the others. If the vessel should be so badly injured as to have both inner and outer plating fractured, the water still could fill but a limited portion of the hull. These devices had been tried in wooden vessels, but, except for the collision bulkhead, placed in the bow a short distance back from the end of the boat, they had not been very successful. They were first introduced on a large scale by Brunel in the "Great Eastern," which was built on the Thames, just below London, between 1854 and 1859. In the early '60's they came into general use in British built ocean going vessels, but it was another decade before they appeared in America. John Roach, builder of the "Pilgrim," used both systems in the early American built iron ocean going steamers, but the first Sound steamer so constructed was the "Pilgrim."

The "Pilgrim" was the first Fall River Line steamer to be lighted by electricity. The "City of Worcester," of the New London Line, built two years earlier, was the first boat on the Sound to be provided with incandescent electric lights. In 1877 the "Massachusetts" of the Providence Line was provided with arc lights in the principal rooms, but these were replaced in five or six years by incandescent lights. This latter was the first use of electricity in any form

for illumination on a Sound steamer. Earlier steamers had had large gas chandeliers in the saloons, supplied from tanks which could be charged during each day with sufficient gas for an overnight trip. The first Sound steamer so equipped was the "Atlantic" of the New London Line, built, and also lost, in 1846. None but the principal saloons of these steamers were supplied by gas; in staterooms and elsewhere oil lamps continued to be used. Electricity was installed in some of the older steamers, which were still in use, about 1885, and of course supplanted not only the gas but also the oil lamps. As soon as electricity was practicable, it was put into use on steamboats, because of its safety and convenience. Gas pipes frequently worked loose or broke, from the strains set up in a steamer when in a seaway, and thus were a potential source of fire. Lamps were more dangerous, for a sudden shock was sufficient to upset them and start a fire. There are on record several instances where a steamer, which had been run into, began to sink and burn at once, because of upset lamps, one of which is the case of the steamer "Narragansett," of the Stonington Line, which was run into by her sister ship, the "Stonington," near Cornfield lightship, on the night of June 11, 1880. For these reasons electricity came into general use on steamboats much earlier than it did on land.

The "Iron Monarch of Long Island Sound," as the "Pilgrim" was termed, ran for many years on the Fall River Line. Her running mate was the "Bristol" or "Providence" at first, later the "Puritan;" later still, after the "Priscilla" was built, she ran often with the "Plymouth." In the early years of this century she ran for a time to Providence. She was retired from regular service after the new "Providence" was built, in 1905, but continued to be used occasionally until about 1912, when she was laid up at Providence. She remained there until 1916, when she was sold to the Scott Wrecking Company and towed to New London by the steamer "Maine." Her superstructure and engines were removed, but the hull remained at anchor in New London harbor until 1920 when it was broken up.

The career of the "Pilgrim" was not marred by any serious accident, although she is said to have stuck on the ways when the first attempt to launch her was made, which is gen-

erally taken as a sign of ill luck. She was finally got overboard on July 22, 1882. Her first trip was made on April 20, 1883. Soon after going into commission she ran ashore on the rocks off Blackwell's Island, in the East River, but her double bottom saved her from serious injury. She experienced the usual minor accidents, such as breaking shafts, temporary derangements of the engine, and the like, but in 1902 a more serious mishap occurred when the walking beam broke and damaged the engine seriously. She was repaired, however, and returned to service. In the matter of coal consumption she was always at a disadvantage in comparison to the other steamers. This was partly compensated for when new boilers were installed in 1902, but she always burned more coal, in proportion to her size and engine power, than did the other boats. In spite of this she made enough money for the company to pay for her cost in the first fifteen years or so of her running.

At this point it is necessary to speak of the life and work of George Peirce, who, more than anyone else, was responsible for the development of the typical Fall River Line steamer of recent years.

George Peirce⁸ was born at East Hallowell, Maine, on May 22, 1829. He was the third son of Elbridge Gerry and Sarah Gorham Peirce. His early life was spent in building wooden sailing ships at Hallowell. He was interested in ship design from the beginning, and introduced modifications in the lines of the ships he built which added to their speed and improved their sailing qualities without impairing their seaworthiness—a compromise which has by no means always been successfully reached. He was interested also in the early attempts at building iron ships, which were ridiculed by his then associates. Shortly before the Civil War he was building sailing ships at Portsmouth, New Hampshire, and a little later he engaged in railroad building in the South. The Civil War interrupted this work and caused him to lose what he had invested in it. During the war he constructed wooden steam vessels for the Government, at first at the

8 These facts are derived from an unpublished biography of Mr. Peirce, by his grandson, George Peirce II.

Portsmouth (Kittery) Navy Yard and later at East Boston. At this time he formed a partnership with a certain McMichael, with whom, just after the war, he completed the large wooden propeller ocean going steamers "Erie" and "Ontario," which had been begun at Newburyport by another builder who was unable to finish them. Before 1870, Mr. Peirce severed his connection with McMichael and formed a new firm, Peirce, Montgomery and Howard, in association with Jabez K. Montgomery and Atwood Howard, with shipyards at Chelsea. This firm built a number of vessels in the next few years, most of which were designed by Mr. Peirce. Among them were his first steamers—the "Nahant" (later "Genl. Lincoln"), "Nantasket", and "Gov. Andrew", all built for service in Boston harbor. In 1878 the Old Colony Steamboat Company offered Mr. Peirce the position of master mechanic at its repair shops at Newport, which position, after some hesitation, he accepted. He moved to Newport in October 1878, and continued to live here until his death, on November 26, 1902. The firm with which he had been connected became Montgomery and Howard, and continued to build wooden vessels until about 1900, some of which are still in existence. Mr. Peirce became Supervisor of Steamers in 1879, less than a year after he had come to Newport, and from that time on he continued to direct the repair shops and to design the new vessels for the company. His influence in the development of the Long Island Sound type of side-wheel steamboat will be traced in connection with particular vessels.

In 1883, the same year in which the "Pilgrim" was finished, the "City of Fall River" was put in commission. She was the first Sound steamer for which Mr. Peirce was entirely responsible. The "Pilgrim" had been largely but not exclusively his work; the "City of Fall River" and the steamers which came after her were designed by him alone. In some respects she was used as an experiment. Her contemporary, the "Pilgrim," being a more important and expensive vessel, followed precedent; the "City of Fall River," on the other hand, was a break with tradition in two respects: she had a compound (or two cylinder), instead of a simple, beam engine, and she had feathering wheels. Neither had ever been used before in a Long Island Sound steamer. The

compounding of the engine, which means that the steam was used, first at high pressure, in a small cylinder and then exhausted, at a lower pressure, to a second larger cylinder, in which it is used again, resulted in considerable reduction in coal consumption. The feathering wheels, in which the buckets or paddles are mounted independently of the wheel arms and are kept in the most favorable position for entering and leaving the water, enabled the power of the engine to be applied more effectively to moving the boat forward and also reduced considerably the jarring and shaking which the older paddle wheels induced throughout the vessel. Both innovations were a distinct success. Yet Mr. Peirce showed commendable discretion in trying them first in a vessel of secondary importance where, if they had not been successful, it would not have been a serious matter.

The "City of Fall River" was built at Chelsea, Massachusetts, by Mr. Peirce's former partners, Montgomery and Howard. Her hull was of wood: 262 feet long, 2533 gross tons. She was launched on October 12, 1882. At that time only the hull was complete. It was towed around to Newport, and at the repair shop docks the boat was finished. The engine and boilers were made by the W. and A. Fletcher Company, of Hoboken, New Jersey, and were shipped to Newport by barge. After they had been installed, the superstructure was constructed by Newport carpenters, employed by the company. The finished steamer made her first trip on February 14, 1883.

The W. and A. Fletcher Company, it should be stated, made for this boat the first engine they built for a large Sound steamer. Since the late 1850's they had been supplying Hudson River and New York harbor steamboats with engines and boilers, but from this time onwards for some twenty years they made also several of the engines for the Fall River Line boats.

The "City of Fall River" was in service until about 1915, when she was laid up at Fall River. About 1910 she, in common with the similar but slightly later freight steamers "City of Brockton" and "City of Taunton," had been painted black up to the second deck, and at the same time her topmasts were taken off. These changes altered her appearance considerably, but were distinctly not improvements. She re-

mained at Fall River until 1924 or '25 when she was sold to the Scott Wrecking Company, towed to New London, and there dismantled.

In 1886 the "City of Brockton," similar to but slightly larger than the "City of Fall River," was built, also at Chelsea by Montgomery and Howard. She was launched July 1, 1886, towed to Newport and finished here, and made her first trip on October 14, 1886. She was 271 feet long, 2771 gross tons, and had feathering paddle wheels and a Fletcher compound beam engine, as did the "Fall River." In 1892 the third of these wooden hull freight steamers, the "City of Taunton," was built. She was launched at Chelsea on May 28, 1892, and made her first trip under steam, from Newport, on September 15, 1892. Her length was 283 feet, and her gross tonnage 2881. She had but a single smoke stack, placed well forward, in contrast to her predecessors, each of which had two smaller stacks, placed one forward and one aft of the engine. Her paddle wheels were constructed entirely of steel, in contrast to those of the "Fall River" and "Brockton," which were of steel except for the buckets or paddles which were of wood. Otherwise she was similar to the earlier steamers. All three originally had Redfield boilers. Those of the "City of Fall River" were not changed; those of the "Brockton" and "Taunton" were removed at Newport in 1912 and replaced by the boilers just taken from the "Connecticut" of the Providence Line, which steamer has previously been mentioned. These boilers remained in use for sixteen years longer. In the summer of 1928 the "City of Brockton" and "City of Taunton" were dismantled at Newport, at the very dock at which they had been completed, forty-two and thirty-six years earlier, respectively. The engines and boilers were broken up for scrap iron. The hulls were sold and taken away. The "Brockton" was burned near Boston in July, 1929 the "Taunton" was hauled out on the beach opposite Fall River and has been used since 1929 as a source of firewood by people living nearby. Only a part of the hull now remains.

The next steamer designed by Mr. Peirce was the "Puritan." Except for the "Priscilla," she was the largest steamboat built under his direction, and is perhaps his masterpiece. She was the first Fall River Line boat, as well as

the first built for Sound service, to have a steel hull. It was constructed at Chester, Pennsylvania, by the Delaware River Iron Shipbuilding and Engine Works (formerly John Roach and Son). Her length was 420 feet, and her gross tonnage 4593. The W. and A. Fletcher Company constructed her engine, boilers, and paddle wheels, and were as well the general contractors for the entire vessel. The engine was a compound beam engine. It was the largest beam engine of any kind ever constructed. She had eight Redfield boilers, similar to those installed in the "City of Fall River" and, originally, in the "City of Brockton" and "City of Taunton." Her paddle wheels were feathering; were 35 feet in diameter, and weighed 100 tons each. When running at full speed the engine made 22 revolutions per minute, developed 7500 horsepower, and gave the steamer a speed of slightly more than 20 miles an hour. She was launched on July 25, 1888, and went into service on June 17, 1889.

In this steamer the style of George Peirce, if it can be called such, was fully expressed. The "Pilgrim," as has been mentioned, was in some respects, in terms of design, a transition from the older to the newer order. In the "Puritan" the new style is complete. She remains essentially a *steamboat*—not a *steamship*, which implies an ocean going vessel. The peculiar conditions, partly sheltered inland waters and partly open ocean, which existed along the route of the Fall River Line steamers, remained as heretofore, and influenced the design as they did in the early days. The new steamer, then, was not an inland water boat, neither was she an ocean steamship, but she incorporated elements of both in her design. Mr. Peirce was too discerning an architect to tamper with the fundamental nature of the style. He modified the older manner sufficiently to express the steel hull, the feathering wheels, the increased length (and its corollary, increased height), but his new vessel remained quite as much a *steamboat* as her predecessors had been. He could never have fallen into the trap, which has caught so many unwary ship designers of recent times, of mixing styles. It is not unusual, unfortunately, to see in steam vessels of recent origin elements which are wholly foreign to their type. For example, contemporary steam yachts frequently suggest the miniature ocean liner; shallow draft river or harbor steam-

ers have pipe rails and stanchions and hard wood decks, suggestive of ocean going vessels, and raking smoke stacks and masts, suggestive of yachts. All this betrays a fundamental intellectual confusion on the part of the designer. Mr. Peirce had too much respect for each sort of vessel to try to dilute its type by the admixture of extraneous elements, and too much common sense, ever to indulge in such practises. Doubtless he would have been the first to deny that he was in any sense an artist, yet his steamers show indubitably that he possessed instinctively the point of view which has underlain the work of the great artists of every age. He began with a thorough knowledge, both theoretical and practical, of what had been accomplished before in his line. From that foundation he worked out his designs, retaining all that was valuable in the work of the past and incorporating with it those ideas of recent origin whose value had been proved. He was, thus, neither a copyist of the work of his predecessors nor a blind "progressive," oblivious to all that tradition and experience had to teach. It is not only in the type as a whole, or in specific detail, that Mr. Peirce's work stands out with distinction. He had that intangible yet essential sense of design—balancing mass against mass, introducing elements where the vertical or horizontal lines were in need of accent and using such elements most skilfully to achieve the desired effect—which has hardly been seen in naval architecture since his day. A careful study of his steamers, directly or from photographs, reveals that everything has been thought out with the greatest care. The size and position of every deck house, of every mast or pole, of every stack, is not accidental; it is the result of detailed preliminary study. His vessels, in fact, bear somewhat the same relation to those of later date as do the buildings designed by the great architects of former times to the typical quantity-produced houses or office buildings of today. The earlier works in both cases, exhibit an understanding of fundamental architectural problems and a successful solution of them; the latter show a proclivity towards functionalism, to the exclusion of other general considerations, with decorative details thrown in haphazardly at the end for good measure. It is more than doubtful if "progress" is worth while if this is what it involves.

The care with which Mr. Peirce's designs were worked out becomes evident when the "Puritan," or for that matter any of his steamboats, is carefully analyzed. In the "Puritan," particularly, certain characteristics were established which have appeared not only in her immediate successors but also in inland steamers in other parts of the country. One of these was placing the stacks, in a pair, well forward, thus accenting the suggestion of forward movement. To balance this strong vertical accent forward, a long cabin was added to the dome deck amidships. The result is what might be called an active balance in a design which is perhaps inherently asymmetrical. It is distinctly more subtle than the normal arrangement on an ocean going vessel, where the stacks are placed amidships, equidistant from bow and stern, thus creating a passive balance which is necessarily symmetrical but is far less interesting, because of its inertness in terms of design. As for the masts, they are reduced from five or four to two, and are located where they relate most effectively to the stacks, deck houses, pilot house, and other elements of the design. The steamboat type of mast, a mainmast with a topmast or flagpole attached to and overlapping it, is retained, in contrast to the single pole mast which has become standard on ocean going vessels and yachts. It is important also to notice that Mr. Peirce used no rake whatsoever in his masts, considering it to be foreign to the *steamboat*. The position, size, and form of the pilot house is well adjusted to the vessel as a whole. The flagpoles are well located in relation to the masts and stacks, and their height is carefully determined. It should be stated that Mr. Peirce realized the advantage which was gained by keeping at one level the tops of the stacks, the tops of the masts proper, and the top of the stern flagpole, and he always, in his larger boats, so provided these details. These four points at a level, high up in the abstract mass of the entire design, balance the whole surprisingly well. They reaffirm the predominantly horizontal lines of the superstructure proper, but state them essentially as a straight line, with drooping ends, in contrast to the straight lines, with rising ends, which characterize the hull and decks below, and thus tie in together the entire scheme. It is much to be regretted that in the "Priscilla," the finest

surviving example of Mr. Peirce's work, this interrelationship has been destroyed because of the ruthless cutting down of the stacks which was so inadvisedly done a few years ago.

The "Puritan" remained in regular use until the "Commonwealth" was finished, in 1908, but soon afterwards was laid up and was used only occasionally, from time to time, as an extra boat was needed. She was at Newport for a while, and later was taken to New London, where she remained until sold, in 1916, to the Scott Wrecking Company, and by them dismantled. Her hull, with that of the "Pilgrim," remained at anchor in New London harbor for a few years. At one time it was proposed to reconstruct them into some sort of cargo carrying vessels, but the project was given up and the two hulls were finally broken up in 1920.

Just why the "Puritan" was given up has never satisfactorily been explained. Various reasons have been mentioned, but none of them seems conclusive. For example, it is said that she needed new boilers. That has been true of other vessels. But they have been reboilered. Then it was said that her engine was not secure. The "walking" beam had developed cracks, and two heavy patches had been fastened to it to prevent their becoming worse. But there have been cases where the "walking" beam showed similar defects, and usually the situation was remedied by removing and recasting the beam. Her hull, it is said, needed considerable renewing of plating, particularly on the inside. Why the hull of this boat, which was similar to that of her successors, should have required more attention, is difficult to understand. One practical difficulty is said to have been the amount of room, fore and aft, which was occupied by the engine. On the main deck it involved delay in loading and unloading freight, on the upper decks it cut out space which could have been devoted to staterooms. None of these reasons, or all of them together, seems sufficient to explain the retirement, and later sale and destruction, of one of the finest of the Fall River Line steamers and certainly one of the most beautiful.

One further matter in connection with the "Puritan" demands consideration. This is her interior fittings. The earlier steamers had been furnished in the customary black walnut of the middle and later XIXth century, generally

known as the Victorian style. The "palatial" interiors of the World Renowned steamers, which have been described through quotations, were achieved in this manner. But in 1888 it was thought that something better could be done. A certain architect of Boston, Frank Hill Smith, was commissioned to design the interior decoration of the "Puritan," including not only architectural work, but also furniture, carpets, hangings, electric fixtures, and the like. The result was an interior distinctly in contrast to that of the earlier steamers. The architect chose the North Italian style of the late XVth century, and adapted it to his needs with some skill. The original is a style in which delicate detail, in the classical manner, is superimposed on a structure which remains fundamentally Gothic. For that reason this style could well be modified to follow the multitudinous curving lines of a steamboat interior, without doing violence to its own character. A more monumental style would not have been so successful, and as well it could not have been moulded into a form which supplied a continuous decoration, with profuse detail on a small scale, over large surfaces of eccentric shape. The result was distinctly successful. It established a standard which was followed, more or less closely, by succeeding vessels until the advent of the "Commonwealth." The last named vessel was not, in effect, so much a change from the idea underlying this form of interior decoration as an expansion of it. The interior of the "Puritan" is an interesting monument in the history of interior decoration, for it anticipates slightly the manner which was to come into acceptance in the '90's. It deserves being better known by students of architecture, particularly by those who are interested in the development of interior design.

The year after the "Puritan" was finished another steamboat, the "Plymouth," was put in service. She was built also at Chester, by the Delaware River Iron Shipbuilding and Engine Works. Her steel hull, 366 feet long and of 3770 gross tons, was launched on April 3, 1890. She was completed and was put in service on November 6, 1890. The W. and A. Fletcher Company built her engines, boilers, and paddle wheels, and were as well the general contractors.

The "Plymouth" differs externally from the "Puritan"

in being much shorter, in proportion to her height, and in having but a single large smoke stack. Her deck space for freight was extended aft of the paddle wheels, pushing the quarter deck or passenger entrance hall much farther aft than it had been in the earlier boats. This arrangement results in an altered appearance of the main deck, as the solid wood sides extend farther aft than they had previously. Internally, the principal difference was the reduced dimensions of the principal rooms, due to the contracted length of the vessel.

The "Plymouth" has an inclined engine, and in that respect she was a pioneer in terms of the Fall River Line. After the "Puritan" was finished, it was generally agreed that the "walking" beam type of engine could not feasibly be made any larger. There was discussion whether it would be better to discard paddle wheels altogether and use propellers or whether paddle wheels should be retained and a different form of engine used to drive them. Fortunately the latter decision was reached. The exact form of engine to be employed was uncertain at the time. In the very year that the "Puritan" was finished, the Providence line brought out the "Connecticut," with an inclined oscillating engine. That was their attempt to meet the problem. The oscillating engine was distinctly unsuccessful, however, so the Fall River Line determined to find something else. The result was a four cylinder triple expansion engine. The principle involved was to eliminate the "walking" beam altogether by dividing up the engine power among a number of smaller cylinders, placed horizontally below the main deck, and to connect these cylinders to the wheel shafts through two pairs of cranks rather than the single pair of the beam engine. By doing so as much power as was wanted could be obtained, and no unusually large single part of the engine was required. This new form of engine was tested in a smaller boat, so that if it should have proved unsuccessful, the loss would not be so great as it would have been in a boat of the first importance. It turned out to be distinctly successful, however. It has been used, with one change, in all the subsequent steamers built for the line. The change referred to is the substitution of a double inclined compound engine in which there are two high and two low pressure cylinders,

for the inclined triple expansion four cylinder engine of the "Plymouth," in which there are one high pressure, one intermediate pressure, and two low pressure cylinders. It has been explained previously that, in the case of the compound beam engine, steam is used twice—first in the high, then in the low pressure cylinder. In the triple expansion engine the idea is carried one step farther. The steam is used three times. In the case of the "Plymouth," steam is used first in a 50" cylinder; it then is exhausted to a 75" cylinder (intermediate); and it then is divided and fed equally to two 81½" cylinders (low pressure), after which it is taken to the condenser, changed back to water, and then returned to the boiler to be made again into steam, to repeat the process. For some reason this three stage engine, which came into regular use with propeller engines, did not seem to show sufficient advantage over the two stage or compound engine to warrant its adoption in later Fall River Line steamers. They have used, instead, the double inclined compound engine, which has two high pressure cylinders, taking steam equally from the boilers, and exhausting it to two low pressure cylinders. The intermediate cylinder is eliminated. In its compound form this engine was used for the "Priscilla," "Providence," and "Commonwealth," and having been described here, it need not be mentioned again in connection with those steamers.

In one other respect the "Plymouth" differed from her predecessors and contemporaries. She was supplied with Scotch boilers. The "Puritan" and the three sidewheel freight boats, had had Redfield boilers. These proved to be not altogether satisfactory, partly because the steam pressure which they were allowed to carry was limited. Scotch boilers were adopted for the "Plymouth" more or less from necessity, for her triple expansion engine demanded a higher pressure for effective working than did the compound engines. The "Plymouth" carried 175 pounds of steam, which was an unusually high pressure in those days, in contrast to the 120 pounds, which was the maximum permitted to the Redfield boilers of the "Puritan." Scotch boilers, as their name implies, were developed in the shipbuilding yards of Scotland, mainly at Glasgow, and were in use in British built steamers as early as the 1850's. At first they were used

for low or very moderate pressures, but when, soon after 1870, the compound engine began to supercede the simple or low pressure engine, at least in ocean going vessels, it was found that Scotch boilers could stand the increased pressures, ranging from 70 up to 85 or 90 pounds, better than could the other forms of marine boiler then in use. As a result they rapidly gained in favor. They were used by John Roach in a number of ocean going and coasting steamships built by him in the late '70's, but their first appearance on a steamboat is thought to have been on the "Massachusetts" of the Providence line, in 1877. In this case, because the boat had a simple beam engine, their advantage over other forms of boiler was not great. They did not appear again on a Sound boat until 1889, in the "Connecticut." The "Plymouth," in the next year, was supplied with them because her engine demanded high pressure. They were used in all subsequent boats built for the line. It is interesting to remark here that, within the past ten years, the Scotch boilers of the Fall River Line boats, and those of the other steamboats owned by the New Haven Railroad, have been removed, and in their places new water-tube boilers have been installed. The idea of the water-tube boiler is very old, and it has been applied in many forms, but only in comparatively recent times has it been developed in a form which will work under high pressure steam as well as the Scotch boiler and with greater fuel economy. Partly because the boilers needed replacement, but also partly because the new water-tube boilers would give equal power from smaller coal consumption, the old Scotch boilers were taken out and replaced with boilers of the newer type. The "Plymouth" was the first of the four large side wheelers to have her boilers changed. This was done in the fall of 1921. She had previously had one change in boilers, for in 1905 her original eight Scotch boilers had been replaced with eight new ones of a similar kind. It was this second set which was replaced by the six water-tube boilers. She has thus had three different sets of boilers—a most unusual thing for a steamboat of her type.

The "Plymouth" has had a number of accidents in the course of her forty odd years existence. The most serious was her almost complete destruction by fire, when laid up

at Newport, on the night of March 27, 1906. The superstructure was entirely burned off. Her engines, which had been stripped down for overhauling, were seriously injured. The boilers, which as has just been stated, were new the year before, and her hull and paddle wheels were all that escaped. When it was seen that there was no chance of saving the superstructure, the firemen were told to save surrounding property and not to put water on the burning steamboat. The result was that the hull was not seriously damaged, as it might have been if streams of water had fallen on it when the metal was heated. Within a month or so of the time of the fire, what remained of the boat was towed to New York, and there a new superstructure was built. It is this "Plymouth," half forty-three, half twenty-seven years old, that exists today. Yet, as she was rebuilt with almost no change from her original plans, she remains essentially a work of George Peirce.

Of the less drastic experiences of her career, her running ashore on a rock off the south-east side of Rose Island—subsequently, and for some time, known as "Plymouth" rock—in June, 1894, was perhaps the most serious. She went on the rock in a dense fog, at high tide, with the result that she could not be gotten off for several weeks. Her bottom plating, under the engines, had been badly broken, and the engine itself had been thrown out of position, and so the repairs had to be extensive and were also expensive. Some years later, on March 20, 1903, she had a collision with the "City of Taunton" in a fog. The bow of the "Taunton" was crushed as far back as the collision bulkhead, but that held and so prevented her from sinking. The hull of the "Plymouth" was not much damaged, but a whole row of state-rooms, with the deck outside them, on the saloon deck forward, starboard side, were broken down and some of the occupants were injured. Since the fire she has not suffered any serious mishap, but there have been several minor accidents such as grounding, breaking of shafts, and the like.

The original interior of this boat, like that of the "Puritan," was designed by Frank Hill Smith, and the scheme of decoration was similar, although, as the boat was smaller, it was carried out somewhat less elaborately. The

reconstructed interior was finished less carefully, and in a somewhat cheaper manner, with the result that the "Plymouth" has, perhaps, the least interesting interior of the four steamers of the line now in operation.

The next steamer to be built was the "Priscilla." She was the largest boat designed by Mr. Peirce and, unless the "Puritan" be excepted, the most beautiful. Her lines follow closely those of the "Puritan," particularly in the upper decks and the arrangement of stacks and masts. There is one respect in which she can be said definitely to be less successful than the "Puritan." It is the height of freeboard, or amount of hull showing above water, and the relation of it in various stages of her length to the superstructure above. Her bow is very high—higher than that of any other of the Fall River Line boats. On the other hand, she is very low amidships. The result is a sharper curve from the bow aft, with a somewhat less successful flow of lines from the paddle wheels to the stern. In spite of this her general appearance is impressive and her design as a whole is most certainly a distinguished one. Internally her scheme of decoration is close to that of the "Puritan," except that the detail is more profuse. The same architect was in charge. It was the third of the Fall River boats whose interior he designed. The principal innovation, internally, was the position and decoration of the dining room. In the earlier boats the dining room had always been placed in the hold, with the entrance to it aft of the quarter deck. This was true of steamboats generally. On the Hudson River, some time before the Civil War, the dining room had been located on the main deck, running from the quarter deck to the stern. This idea proved successful in practice, so, in 1877, it was followed out in the building of the "Massachusetts" of the Providence line. The "Rhode Island" (second) in 1882 had her dining room similarly located, as did the "Connecticut" in 1889. Mr. Peirce saw, pondered, and then acted. The "Priscilla" had her dining room placed on the main deck aft of the quarter deck. For some reason the idea was not followed in the two boats subsequently constructed for the line, and this is all the more surprising because the main deck position is very much the most convenient for passengers. The "Priscilla's" dining room was

decorated in mahogany, more or less in oriental style—a curious departure from the standard observed elsewhere on the boat, and one of the first instances where more than one architectural style was used in the interior of a steamer.

The "Priscilla" was built at Chester, as had been her two immediate predecessors, and, as with them, the W. and A. Fletcher Company were the general contractors and also the builders of the engines and boilers. She was launched on August 10, 1893, and made her first trip on June 25, 1894. Her length is 440 feet, and her gross tonnage is 5292. Her engine, a modification of that of the "Plymouth," as has been explained, is of the double inclined compound type, indicating 8500 horsepower. She has a speed of 22 miles an hour. Originally she had ten Scotch boilers, but in 1923 these were removed at Newport and eight water-tube boilers installed in their place. She is allowed 150 pounds of steam but runs usually under a slightly lower pressure.

The only serious accident which happened to the "Priscilla" took place on July 9, 1902, when she was run into, in a fog, off Brenton's Reef lightship, by the naval steamer "Powhatan." The steamer's port side about forty feet from the bow, was broken down and one of the compartments flooded. She settled rather deeply at the head, but the bulkheads held and she was able to get back into Newport under her own power. A temporary bulkhead of wood was fitted to the broken hole in her side, the flooded compartment was pumped out, and she went to New York for repairs. In this, one of the few major accidents which has happened to a Fall River Line steamer, one member of the crew was killed. It was a severe test of the strength of the steamer's construction, but she proved to be well built, and moreover gave a convincing demonstration of the effectiveness of water tight compartments, not only in an ocean going vessel where their value had been proved, but also in a shallow draft coasting and inland steamer.

The "Priscilla" was the last of Mr. Peirce's boats which he not only designed but of which he also superintended the construction. She was also the last to be built at Chester and to have engines by the Fletcher Company.

There was no further construction of new steamers until 1903, when the "Providence" and the freight steamer "Bos-

ton" were begun at Quincy, Massachusetts, from Mr. Peirce's designs. Mr. Peirce had died on November 26, 1902, just after the contracts for these vessels had been assigned to the Fore River Iron Works at Quincy. The "Boston" was a twin screw freight boat, intended to have as great speed as the passenger steamers but to carry freight only. She was successful as to speed, but it was found that, as the passenger steamers carried some freight, there was not sufficient demand to justify running a separate steamer in express freight service. She could carry but little more freight than the single screw freight boats "Mohawk," "Mohegan," "Pequonnock," and "New Haven," which the New Haven railroad had acquired from other Sound lines, and, in gaining a few miles per hour over their speed, she burned more than twice as much fuel. As a result she has been used very little during the past ten years, having been laid up at Newport, Providence, Fall River, and more recently New York. At one time it was proposed to rebuild her as a passenger steamer, but that was never carried out.

The "Providence," the posthumous work of George Peirce, was begun in 1903, launched on July 16, 1904, and put in service in June, 1905. The entire vessel, including engines and superstructure was built at Quincy. She has a steel hull, 397 feet long and of 4365 gross tons. Her double inclined compound engine has an indicated horsepower of 5500 which, at 23 revolutions per minute, gives her a speed of more than 20 miles an hour. Originally she had six Scotch boilers, but these were replaced by six water-tube boilers at Newport in 1926. After the death of Mr. Peirce, her construction was supervised by Mr. J. Howland Gardner, who succeeded Mr. Peirce as Supervisor of Steamers at the Newport Shops, and also by Mr. Stevenson Taylor, of New York.

The interior of the "Providence" is generally similar to those of her predecessors, except that the style on which the decoration is based is the late XVIIIth. century Louis XVI. The difference is more one of externals than of essence, for many details are identical, or nearly so, with corresponding details on the other steamers.

The arrangement of the decks is somewhat peculiar in that more space is given over to freight than on any of the larger boats. The general layout is similar to that of the

"Plymouth", including the placing of the dining room in the after hold. The only marked difference is the continuous line of staterooms extending nearly the entire length of the upper deck. The earlier steamers had had only a limited number of rooms on the dome deck, above the main salon. In the "Providence" the rooms are extended forward almost to the pilot house, enclosing both the stacks and the foremast, and aft to the end of the dome deck. On the "Commonwealth" the idea is developed further, in that case laterally, so that an entire additional deck is present. With the "Providence" there is still a state of transition, for her design remains predominately that of a three-deck boat with a superposed line of rooms.

Externally the "Providence" resembles in general the "Puritan" and "Priscilla", but many of the subtleties which distinguish those steamers are not present in this later boat. Perhaps the reason lies in the fact that Mr. Peirce was not present to direct the details of the work. Her lines are rigidly straight, for the verticals and horizontals meet at exact right angles instead of at slight divergences from geometrical exactness. Her bow is low, her midship section high, with the result that for a long stretch of her length her lines are practically flat. It is the opposite of the lines of the "Priscilla", but departs farther from the successful norm, which the "Puritan" seems to exemplify, than does the last mentioned boat. One other apparent defect is the overthickness of her masts, which is so marked that it appears almost as clumsiness. The number and arrangement of the stays to said masts, also, is far less well ordered than was the case in the earlier boats. The "Providence" is distinctly a Fall River Line boat, and she shows the influence of Mr. Peirce, but she is a less distinguished example of naval architecture than are or have been her immediate predecessors.

The most recent, and largest, of the Fall River Line steamers is the "Commonwealth". She is an interesting study both for her individual characteristics and also for her points of stylistic contact with her predecessors. The style of George Peirce is the background of her design, but she is by no means a copy by other hands of Mr. Peirce's work. Her affinity with such boats as the "Priscilla" and "Puritan" can be seen in her general lines, which, in degree of curvature, stand

somewhere between the lines of those two vessels, but are in fact different from both. Her increased length, of course, alters all the proportions, and in itself would assure her individuality. The obvious difference, of course, from the other steamers is her absence of masts. The masts provide vertical accents, and the stays, joining the verticals and horizontals at varying angles, serve to add variety and vitality to the whole. Without masts the boat might well appear dull, unbalanced, incomplete. It is a tribute to her designers that none of these terms applies. They have worked out her design from the beginning with the qualification that masts were not to be present. To compensate for that, they have introduced various modifications in the traditional arrangement of the deckhouse. For example, the pilot house is placed higher than it was on the earlier boats. The strong accent there serves to increase the effect of height. Another important factor is the moving of the stacks considerably farther forward. That serves to prevent what might be a distressing interval, between the pilot house and the solid black vertical mass of the stacks. In addition it serves to create what might be called an occult balance between the short length of deckhouse between pilot house and stack, and the long stretch of deckhouse, without accent, stretching from the stacks aft to the end of the dome deck. The balance is distinctly successful yet only a little study of photographs is enough to show that had the stacks been placed farther aft the balance of the whole mass would have fallen to pieces. This is evidence of careful study on the part of the designers. Structurally the boat represents an entirely new type. The dome deck, properly speaking, is suppressed. That is to say, the line of windows which lights the inner saloon, is removed. The result, together with the complete development of the upper deck, is a four deck type of vessel, in place of the three deck with added rooms, which had hitherto obtained. The functional explanation of this development is, of course, the existence of the dining room on this topmost deck. It is difficult to say with whom the idea of so locating the dining room originated. The position has both advantages and disadvantages. It does give an unobstructed outlook from the windows, but from a practical point of view it is inconveniently

far from many of the staterooms on the boat and is perilously remote from the gangway when, at the Fall River end of the route, one may be taking breakfast just before the time for the train to leave. Structurally placing the dining room at the top of the steamer involved a number of problems. The kitchens, for example, with the heavy weight of the ranges, plumbing fixtures, and the like, had also to be at the top of the boat. This meant raising the center of mass considerably—not enough to imperil the stability of the boat but enough to make added precautions for her seaworthiness necessary. This concentrated weight was supported upon steel beams, which, perforce, ran up through the rooms beneath. These beams suggested to the decorators turning the principal room into a sort of columned hall, which they did with considerable success. This brings us to the matter of interior decoration.

The entire interior fittings of this vessel were designed and carried out by the Pottier and Stymus Company of New York. They conceived the idea of dividing the interior into a number of separate, yet intercommunicating, rooms, each of which was to be treated independently of the others. The result of this plan is that no less than seven historic architectural styles are represented in various parts of the vessel. The main saloon is decorated in the Venetian Gothic style, more or less true to its prototype. The corridors are carried out in a simplified version of Louis XVI. There is an Empire room, an Adam room, a Louis XV room, and the cafe suggests, perhaps vaguely, Italian or Spanish work of the late XVI century. The quarter deck is done in what is called "Modern English." The main dining room is a more sumptuous version of the Louis XVI style. The result is a somewhat pleasing, somewhat amusing juxtaposition of styles, not all very close to their prototypes, yet not doing violence to them in spirit. It illustrates very concisely a period in American thought when eclecticism, in all matters pertaining to interior furnishings, was practically in full acceptance; when, in other words, it was considered highly fitting and proper, in decorating new buildings (or steam vessels), to derive designs unblushingly from one or another of the historic styles of architecture. The fact that quite another philosophy of art has now come into favor

does not at all affect the quality of the work of twenty-five years ago which, as the art of any period, should be judged in terms of itself and of the point of view of its creators. One may venture to remark, however, that these separate rooms defeat one of the most impressive effects of the older steamboat interiors—the sense of spaciousness, of continuity, and of fitness. The break from one style to another interrupts the free flow of the lines of the architectural embellishment which, in the earlier steamers, follow so well the gradual but insistent curves of the steamboat's form. Then, too, it is inevitable that some styles should adapt themselves to the strange conditions aboard ship more easily than others. Some of the rooms seem easily successful; in others the forms seem uncomfortable, suggesting that they were not given free expression in their natural manner. It would seem wiser, if one is to adopt an historic style at all, to choose some one style which is basically flexible and then to apply it to the entire vessel, or at least to all that is structurally closely interrelated. It is evident that that has been done successfully in the past, but it is by no means so certain that the stylistic indulgence, which the designers of the "Commonwealth's" interior permitted themselves, has produced a result equally successful.

Structurally, the "Commonwealth" is not so dissimilar to the other vessels of the Line as she is in the matters of external appearance and interior decoration. She was built at Philadelphia by William Cramp and Sons Ship and Engine Building Company. She is 456 feet in length and of 5410 gross tons. The engines and boilers were built by the Quintard Iron Works, of New York. This firm was also the general contractor for the entire vessel. The engine is double inclined compound, developing 10,000 horse power and giving the steamer a maximum speed of 23 miles an hour. Her original ten Scotch boilers were replaced in 1929 by eight water-tube boilers.

This steamer was intended primarily for summer service, but she has been used, from time to time as needed, at all seasons of the year. Her career has been generally uneventful, except for the usual mishaps which occur in the case of nearly every steamboat—breaking of shafts, temporary engine disabilities, and so on.

She was not, as were the earlier steamboats, essentially the work of a single mind. Many contributed to her design, but to Mr. J. Howland Gardner and to Mr. Warren T. Berry, in particular, belongs the credit for producing so successful and outstanding a steam vessel.

It is interesting to speculate what might have happened during the next few years if matters had continued as they then were going. A few years after the "Commonwealth" was built, the Government, under the Sherman Anti-Trust Act, ordered the sale of various trolley lines and other transportation agencies in which the New Haven railroad, in the attempt to acquire control of all transportation in Southern New England, had been investing heavily; these properties, at forced sale, realized only a small part of what the railroad had paid for them, and the direct result was the practical bankruptcy of the New Haven road. In such a state of things there was, of course, no money available for building steamboats. A few years later the War came on, and, while that lasted, there was no need for new boats for such special services as the Fall River Line. Since the War the situation of all railroads, and steamboat companies as well, whether independent of railroads or not, has been difficult, due to the very rapid increase in the number of automobiles in use and, even more, to the growth of bus lines and trucking services—all of which cut deeply into business that used to belong exclusively to the railroads and steamboats. The result has been not only on Long Island Sound but also on inland water ways generally, a great decrease in the number of new vessels built. So far as the Fall River Line is concerned this situation may be considered a blessing in disguise, for it has resulted in the retention of distinguished and beautiful steam vessels which might otherwise have been replaced by, perhaps more efficient, but certainly less interesting, semi-steamships. It is something to be grateful for to be able to travel on a steamboat such as the "Priscilla," and let us hope that that may be our privilege for some years yet to come.

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In this paper only one part of the subject matter implied by the title has been discussed. That part is the history of

steamboats and steamboat lines running from towns on the bay to New York. In one sense that is the more important part of the subject, as it involves the largest and most interesting steamboats which have run in this part of the country, not only on the bay alone but on Long Island Sound as well. Since these steamers had their termini at one or another town on the shores of the bay, the people living in this part of the country came to know them well personally as something more than mere vehicles for getting from place to place. Hence, in connection with the railroads, these Narragansett Bay-Long Island Sound steamboats played an important part in the social history of Southern New England throughout the XIXth century. But at the same time it should not be forgotten that a very important group of the Narragansett Bay steamboats was comprised of steamers which ran only from port to port on the bay itself. From early in the last century there were steamboats connecting Providence with Fall River, Providence with Newport, and Fall River with Newport, not to mention many other local lines. These things have largely been driven out of existence, first by the trolleys, later by automobiles, yet their history was a long and very interesting one. Certainly there are many who remember the old "Perry," and such steamers as the "City of Newport," "Bay Queen," "Canonicus," "Eolus" (of the Wickford Line), and their contemporaries. It is, however, impossible to do more than mention them at this time, in spite of their great local interest.

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This paper makes no pretense to being an original contribution to historical investigation. The attempt has been to bring out material available only in more or less obscure sources, such as out of print pamphlets, to relate it to the whole, and to make it as comprehensible as possible through organization. Except in relation to contemporary steamboats, in which it seemed impossible to repress altogether personal opinion, the writer has endeavored to convey the facts without individual interpretation. Whatever mistakes have been made are unintentional, and will gladly be corrected if those who discover the errors will be kind enough to point them out.

The writer wishes to express his obligation to such authorities as the late Francis B. C. Bradlee of Marblehead, Mass., and to Elwin M. Eldredge, of Brooklyn, N. Y., for information readily given over a long period of years.

Anyone wishing to investigate in more detail the subject matter of this paper is advised to consult the two excellent papers written by Mr. Phillip D. Borden of Fall River and presented by him before the Fall River Historical Society. The first of these relates to steamboats on the bay and was read on November 18, 1925. The second, which describes in detail the early years of the Fall River Line and which has been drawn on freely in this paper, was read on May 23, 1928. Both are available in the files of the Fall River newspapers.

- Other works which may be useful are listed below:
- Stanton, Samuel Ward. "American Steam Vessels," New York, 1895
- Morrison, John H. "History of American Steam Navigation," New York, 1903
- Bradlee, Francis B. C. "Some Account of Steam Navigation in New England," Salem, 1920
- Dow, Charles H. "History of Steam Navigation between New York and Providence," New York, 1877
- Whittemore, Henry. "The Past and the Present of Steam Navigation on Long Island Sound," New York, 1893
(*in part a reprint of Dow's "History"*)
- Preble, Rear Admiral George Henry. "A Chronological History of the Origin and Development of Steam Navigation," Philadelphia, 1883 (first edition)
- Dickinson, H. W. "Robert Fulton, Engineer and Artist," London, 1913
- Sutcliffe, A. C. "Robert Fulton and the Clermont," New York, 1909
- Lovell, L. N. "American Sound and River Steamboats," a paper published in the marine number of Cassier's Magazine, London, 1897
- Dayton, Fred Erving. "Steamboat Days," New York, 1925
- Gardner, J. Howland and Berry, Warren T. "The Steamer Commonwealth," a paper read before the Society of Naval Architects and Marine Engineers, New York, November, 1908

Pamphlets describing individual vessels of the Fall River Line, issued by the Company when the vessels were put in service, particularly: "Puritan," 1889; "Priscilla," 1894; "Providence," 1905; and "Commonwealth," 1908

"Fall River Line Journal" of May 31, 1909; January 20, 1913; March 27, 1916; March 25, 1918; May, 1919; and of other dates.

Some of the material of this paper is not published in any of the above mentioned works; it is to be found only in the files of the newspapers, of which the Newport Mercury and the Newport Daily News are particularly helpful. Still other material comes directly from officials of the company and from officers and men who have run the steamers for many years. Among the latter must be mentioned particularly Mr. Florence F. Sullivan, for over fifty years connected with boiler making and boiler installation at the Newport shops, and the late Mr. John V. Sheldon, chief engineer of the "Commonwealth".

GIFTS TO THE LIBRARY

50th Anniversary of the Reconsecration of the Synagogue
of Congregation Jeshuat Israel, 1883-1933

Gift of Dr. Morris Gutstein

7th Day Baptist Year Book, 1932 Gift of Paul C. Saunders
Documents illustrative of the History of the Slave Trade
to America, Vol. 3. New England and the Middle
Colonies, By Elizabeth Donnan

Gift of Elizabeth Donnan

1 copy of a newspaper, "1630—Boston—1880"

Gift of Daniel Smith

The Recorder, Vol. 6, No. 3, June 1, 1933. Bulletin of the
American Irish Historical Society

Gift of the American Irish Historical Society

The Wisconsin Magazine of History

Gift of the State Historical Society of Wisconsin

Eternal Israel, a radio address by Dr. Morris Gutstein

Gift of Dr. Gutstein

No. 2 Publication of the American Jewish Historical Soci-
ety. Gift of the American Jewish Historical Society
Bulletin of the R. I. School of Design

Gift of R. I. School of Design

Bulletin of the Fort Ticonderoga Museum

Gift of the Fort Ticonderoga Museum

Some early records and documents of and relating to the
town of Windsor, Conn.

Gift of the Connecticut Historical Society

Current Topics Club Program, 1932-1933

Gift of Current Topics Club

The Magazine of History with Notes and Queries

Gift of Dr. Terry

Museum Echoes Aug. and Sept. 1933

Gift of the Ohio State Archæological and

Historical Society

A discourse on Saving Knowledge: delivered at the instal-
ment of the Rev. Samuel Hopkins, A. M., at the 1st
Congregational Church, Newport, R. I. April 11, 1770

Gift of Miss Avery

15 Tax Books, 1841, 1849, 1852,—1864 inc.

22 Thurston papers and deeds

Gifts of Miss Sophia E. Sterne

The Williamsburg Restoration

Gift of Colonial Williamsburg (Va.) Inc.

Notes on the R. I. Admiralty, 1727-1790, by Frederick Wiener

Gift of Frederick Wiener

Proceedings of the Wyoming Commemorative Assoc. 1933

Gift of the Wyoming Commemorative Association

Decimal, Sept. 1933

Gift of Mrs. Ada Borden Stevens

Ruf, Haight, Eddy, Sumner, Hatch & Allied Families, by

Alpha H. Ruf

Gift of Mrs. Alpha H. Ruf

The Langworthy Chronicle, Aug. 1933

Gift of Wm. F. Langworthy

R. I. Acts and Resolves, 1933

Gift of R. I. State Library

Leading Manufacturers and Merchants of R. I.

Gift of Mrs. W. K. Covell

A few Sonnets and Verses by Esther Morton Smith

Gift of Miss Smith

A century of population growth from 1790 to 1900

Gift of Capt. Edwin T. Pollock

Fifty years of Lawn Tennis in the U. S.

Gift of Henry O. Havemeyer

Ancestors and Descendants of John Coney, by Mary Lovering

Holman

Gift of Miss Harriet G. Scott

BOOK FUND

Descendants of Stephen Flanders of Salisbury, Mass., 1646

The New England Quarterly, June, 1933

The Magazine Antiques

The Correspondence of Esek Hopkins

The Diary of Lt. Col. Frederick Mackenzie, 1775-1781

Salem in the 17th Century, by James D. Phillips

EXCHANGE

The Electric Spark

From Dr. Bates Sanatorium

Rhode Island Historical Society Collections, July, 1933

From the Rhode Island Historical Society

Sons of the Revolution, N. Y., July 1932-June 1933, Proceedings of

From the Sons of the Revolution of N. Y. Minnesota History, Sept. 1933

From the Minnesota Historical Society Annual Report, Directors of Redwood Library and Athenæum, 1933

From Redwood Library and Athenæum Annual Report of the Connecticut Historical Society, May, 1933

From the Connecticut Historical Society Museum Notes

From the Buffalo Historical Society N. Y. Hist. Soc. Quarterly Bulletin, Oct. 1933

From N. Y. Hist. Soc. Proceedings of the American Antiquarian Society

From American Antiquarian Society Michigan History Magazine, Vol. 17

From the Michigan State Historical Society Old Time New England, July, 1933

Bulletin of the Society for the Preservation of New England Antiquities
Quarterly Bulletin of the New York Historical Society, July, 1933

From the New York Historical Society New England Historical and Genealogical Register, July, 1933

From the New England Historic Genealogical Society The Mainstay, July, 1933

From the Seamen's Church Institute Bulletin of the New York Public Library, July, 1933

From the N. Y. Public Library Redwood Library Booklist

From the Redwood Library

GIFTS TO THE MUSEUM

3 apothecary jars

Gifts of the Estate of Mrs. Bessie Morgan

2 Indian implements

Gift of J. Herbert Howard

1 quilt, which was formerly the property of Miss Fanny Moffatt, who gave it about 1880 to Mrs. Matilda (Allen) Peckham, wife of John Peckham

Gift of Miss Edwina Eberly

1 bronze medal. "In Commemoration of the Hudson-Fulton Celebration, 1909"

Gift of Miss Alice Brownell

Shawl box, formerly belonging to Mrs. J. G. Pelfrey

Presented by her granddaughter, Mrs. Guy Norman

1 pair of suede gloves made by Mrs. Charles A. Mann in Washington, D. C., during the Civil War

Gift of Miss Mary Lee Mann

Foot Stove which belonged to Mrs. Mary Holmes Slade

Gift of Thomas Jones

1 Columbus (U. S.) silver half dollar, 1893

A sterling silver plate which was ornamenting the cover of a box with the Legion of Honor, presented by Napoleon to Admiral Henin, great-grandfather of Pro. Henin.

1 medal of Verdun, France.

The original medal of St. Helena distributed to the former veterans of Napoleon the 1st after his death at St. Helena Island. Medal dated 1821.

Medal of the Crown of Iron, from the Order of the Iron Crown of Lombardie re-established by Napoleon the 1st in June, 1805. Each of Napoleon's soldiers received one of these medals.

Cross of Legion of Honor of Napoleon 1st, distributed on the battlefields to his soldiers, the ribbon dates back to that time. This cross is called "Cross of service" because it was the one worn on the battlefields by the soldiers, it is in silver plated gold. The veterans used to receive a "duplicate" in gold called "Cross of Ceremonies," i. e., that the veterans wore that cross in parades, or official ceremonies, etc.

11 pictures and photographs of Napoleon and his family.

Gifts of Prof. B. L. Henin

SOCIETY NOTES

The salient feature in the happenings to the Society during the past quarter is undoubtedly the model of the Old Colony steamer "BRISTOL," which our President bought and presented to us. We pride ourselves not a little on our Marine Museum in which are immortalized the types of Newport's small sailing craft of the long, long ago, which can be clearly remembered now by only the most ancient among us. The acquisition just referred to, the model of the "BRISTOL," is of a much later period, but none the less interesting to Newporters, quite a number of whom can still recall the spectacular conflagration which illuminated the city in the early hours of December 30th, 1888. Citizens were roused from their Sunday morning slumbers to witness the unusual spectacle presented by the burning to the water's edge of the Queen steamboat of the Old Colony fleet.

The model is a marvellous example of what human brains and hands can accomplish when bent to the task of fashioning with elegance and accuracy something very small from something very large. One wonders at the patience of the mind and the dexterity of the fingers which were requisite to the making of this beautiful thing. Experts have examined

it—experts who through many, many years have been intimately familiar with the construction and the management of boats of the Fall River (once the Old Colony) Line; and one and all have pronounced this model to be as close to perfection as anything can possibly be.

We rejoice in the possession of it; and we are again filled with a swelling sense of gratitude to our President for this latest evidence of his unbounded generosity to our institution.

We are indebted to Mr. Bradford Norman of Brook Farm for an object which recalls the image of Mr. J. M. K. Southwick, once an officer of the Historical Society, and a well beloved and prominent Newporter of the olden time. The object referred to is an aneroid barometer; and as it was found in the shop which once belonged to Mr. Southwick, we think ourselves justified in wondering if this ancient weather prophet may have been a fellow passenger—an eminently useful one—with the gallant group of men, including Mr. Southwick, who rounded Cape Horn in the leaky old "Audley Clarke" at the time of the gold rush to California.

It is pleasing to imagine that it was. It is eminently pleasing to be reminded of our old friend, Mr. Southwick.



OFFICERS

OF THE

Newport Historical Society

For the year ending May, 1934

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FIRST VICE-PRESIDENT, REV. STANLEY C. HUGHES

SECOND VICE-PRESIDENT, WILLIAM R. HARVEY

CORRESPONDING SECRETARY, MAUD LYMAN STEVENS

TREASURER, CHARLES E. LIVESEY

SECRETARY. LIBRARIAN AND ASSISTANT TREASURER, LLOYD M. MAYER

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Bulletins of the Society for sale at the Society's Room.

BULLETIN
OF THE
Newport Historical Society,

Number ninety-one

NEWPORT, R. I.

April, 1934

IN MEMORY

OF

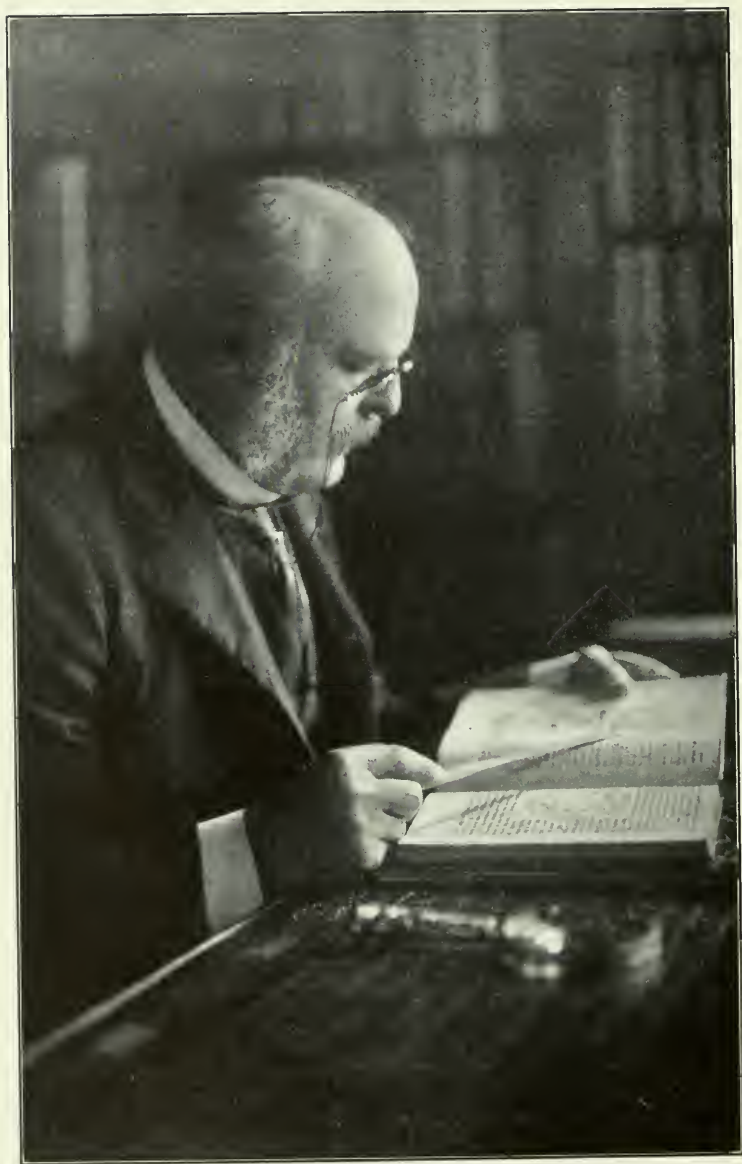
REVEREND RODERICK TERRY, D. D.
PRESIDENT

1918 - 1933

DIED, DECEMBER 28, 1933

1934





When Dr. Roderick Terry came into the life of the Newport Historical Society, he found it in a moribund condition, its finances crippled, its value to the community negligible. One of its officers at that time, when Dr. Terry manifested interest in what he considered its potentialities, declared the institution to be already defunct.

But Dr. Terry believed otherwise. He took vigorous hold of the wheel, and secured the aid of powerful friends in furnishing fuel for the engines. Presently the old ship was under way once more, and Fortune has smiled upon her course.

Dr. Terry's generosity to the Society was unbounded. His gifts of the lot on the east side of the building, the several historical fortifications, the old windmill, the Indian Room, the transformation of part of the basement into a Marine Museum, the furnishing of that museum with perfect models of Newport boats of a century past, including his very last gift, the exquisite model of the steamer Bristol . . . all these things have come to the Society from the bounty of Dr. Terry.

There was never a deficit in the Society's accounts, which Dr. Terry was not willing to fill, and it was he who with a substantial contribution started the Endowment Fund which has secured to the Society its present satisfactory financial condition.

Dr. Terry initiated and supported the BULLETIN to which his own facile pen contributed many articles of exceeding historic value. Copies of this publication have found their way even to foreign lands and have evoked flattering comment.

It is eminently fitting that this tribute to the great benefactor of our beloved Society should be couched within the folds of the publication he created.

L. M. M.

REPRINT FROM NEWPORT DAILY NEWS

December 28, 1933

DR. RODERICK TERRY DIED THIS AFTERNOON

HAD BEEN IN FAILING HEALTH FOR SOME TIME

Was President of Redwood Library and Historical Society
and Was Active in Literary Work

Rev. Roderick Terry, D. D., President of the Redwood Library and of the Newport Historical Society, died at his residence, "Linden Gate," on Rhode Island Avenue, early this afternoon. He had been in failing health for some time and suffered a serious set-back a short while ago, from which he did not rally. He was 84 years old.

For the past 27 years, following his retirement from the active ministry in 1905, he had made his residence in Newport and had actively engaged in literary work and in his duties as president of the local library and historical society, giving liberally for the extension of these institutions. He had been a regular attendant at the services of the United Congregational Church until the last few years, when his health made this impossible. His wife, who was Miss Linda Marquand, a daughter of Henry G. Marquand, died two and a half years ago.

Dr. Terry was born in Brooklyn, April 1, 1849, a son of John T. and Elizabeth R. (Peet) Terry. He was graduated from Yale University in the class of 1870, and studied at the Newton Theological Seminary in 1870-1872, and then continued his studies for the ministry at Union Theological Seminary, graduating from that institution in 1875. He was ordained to the Presbyterian ministry November 11, 1875, his first pastorate being in Peekskill, N. Y. There he served three years, and then went to the South Reformed Church,

New York City, where he remained as pastor 24 years.

He was chaplain of the 12th Infantry, New York State National Guard, from 1890 to 1900; a trustee of Rutgers College from 1882 to 1905; a member of the Council of New York University and of the Bellevue Hospital Medical College from 1883 to 1898. He was also a member of the New York Society of the Cincinnati, and the Mayflower Descendants, and of the Century, University and Grolier clubs of New York.

His interest in historical matters extended far beyond the walls of the local Society. He was largely responsible for the purchase of the site of Butts Hill in Portsmouth and Fort Barton in Tiverton, the old mill on East Main Road in Portsmouth, and the purchase of the Houdon statue of George Washington, on the Redwood Library grounds, and also the publication of the Historical Bulletins of the Society, and the restoration of the Old Colony or State House on Washington Square. At the Redwood Library he had done a great deal in the extension of its facilities, the restoration of several wings of the building and the purchase of many valuable books and manuscripts, and was interested in various other civic improvements.

His local associations included membership in the Newport Reading Room, and the Newport Country Club, and ownership of shares in the Newport Casino.

Dr. Terry was married September 22, 1875, to Miss Marquand, the wedding taking place at "Linden Gate," where in the same room in which the marriage was performed, a reception was given eight years ago, in honor of the fiftieth anniversary of the marriage. His wife died May 29, 1931, and a son, Roderick Terry, Jr., of New York, survives. A daughter died several years ago.

REPRINT FROM NEWPORT HERALD

December 29, 1933

DEATH COMES TO DR. TERRY

End Painless and Peaceful, Had Been Expected

INTERESTED IN HISTORIC NEWPORT

Gave Much Thought To Its Preservation

Rev. Roderick Terry, D. D., died at his home, Linden Gate, Rhode Island Avenue and Old Beach Road, a few minutes before two o'clock yesterday afternoon. The end had been expected for several days, the doctor himself understanding that it was near. It came painlessly and peacefully as he wished it. He had been ailing for several months, evidence of growing weakness appearing first in his inability to support himself. This increased perceptibly, but the doctor had nevertheless been able to get about his room with the aid of his faithful servants who had long been with him. Three weeks ago his condition became such that he was obliged to remain in bed and thus the beginning of the end had arrived. He was 85 and died from the consequences of age.

The funeral is to take place on Saturday afternoon at 2:30 at the home.

OF DISTINGUISHED ANCESTRY

Roderick Taylor Terry, D. D., was born in the city of Brooklyn, N. Y., on the first of April in the year 1849. From his very cradle he was identified with the best in the Amer-

ican tradition, for his father, John Taylor Terry, as a descendant of William Bradford, the great Pilgrim governor, as well as being a scion of a family which gave several distinguished soldiers to the American Revolutionary Army, and his mother, Elizabeth Roe (Peet) Terry, was also of prominent patriot parentage.

The Terry side of the family had for some generations made their home in Connecticut, where, in the city of Hartford, Dr. Terry's grandfather, Roderick Terry, became a merchant prince of the West India trade. In the early years of our republic, Hartford was to be reckoned among the country's chief financial centres and many of the great American fortunes originated there.

Mr. John Taylor Terry, having achieved marked success in his line of business, was presently summoned to New York city to become a partner in the vast enterprise then growing up around the genius of the elder E. D. Morgan. In this business, and in financial operations of all sorts connected with its development, Mr. Terry had a vital part. To railroad and telegraph financing, he gave especial attention; indeed, it was through his mediation that the alliance of Jay Gould and Cyrus Field became a 'fait accompli'—an alliance, which saved the promoter of the Atlantic cable from overwhelming financial ruin and was of great service to the continued progress of the New York Elevated Railways. After such, and other evidences of his tact and foresight, it need surprise no one that Mr. Terry rapidly acquired the highest reputation for probity, good sense and business acumen.

WAS AN OARSMAN

Dr. Roderick Terry was the second of Mr. John Terry's five children. With the exception of his younger brother, John Taylor Terry, his brothers and sisters have all predeceased him. Mr. John Terry, Jr., has two children, Miss Mary Halstead Terry and John Taylor Terry, third.

Dr. Terry was graduated from Yale University in 1870, taking the degree of bachelor of arts. During his college course he had distinguished himself as a serious-minded student with a marked ability as an oarsman. He continued his studies for two years more, going to the Andover Theo-

logical Seminary, intending to definitely fit himself for the Christian ministry. It was not, however, until 1875 that, having changed his place of study, he came to the final decision to do so and was in the same year graduated from the Union Theological Seminary in New York city, ordained to the Presbyterian ministry and invited to take charge of his first parish, a church at Peekskill, New York.

The church to whose pastorate he came was the Second Presbyterian Church of the community. In Peekskill his labors are still remembered with love and many of those who have been the most efficient officers and members of the church recall with pride that they were inducted into office as young men, during Dr. Terry's ministry.

Despite his parochial duties and his domestic cares, for he was now married, Dr. Terry still found time for continued work in theology and its subsidiary branches. More and more attracted by these pursuits he presently (1879) resigned his church in Peekskill in order to devote his time more absolutely to such work. In 1881 he received from Princeton the degree of doctor of divinity, the concluding point of his academic career.

A WAR VETERAN

Shortly after that Dr. Terry accepted the call of the South Reformed Church on Madison Avenue, New York city, and later in the year took up his duties as pastor at that place. An able and polite preacher and a Christian in every sense, his long pastorate there (over 24 years) was important in the history of that church, a church which had affiliations stretching back to the days of the Dutch colonization of the Hudson Valley. The many Newporters, who heard him preach here in the United Congregational Church, summer after summer, when he was on vacation from New York, remember him as a preacher well worth hearing and, as they think back how many years ago it was they heard him, they surprise themselves by remembering much of the substance of his sermons. Even casual backsliders made an effort at church going, if Dr. Terry were to be the minister of the day.

The period of his New York ministry also was marked

by his serving for a number of years as Chaplain to the Twelfth Regiment of Infantry in the New York National Guard (through the years 1890 to 1900). The Spanish-American War of 1898 found him ready to bear his part in the struggle and on May 13 of that year he was mustered into the service of the United States as Chaplain to the 12th N. Y. Vol. Infantry; in which service he remained until his regiment was honorably discharged on September 17, 1898, the Cuban campaign being then decided and with it the war itself.

In 1905, when he could look back on a devoted ministry, stretching over close to thirty years, he announced to his people his determination to retire from the arduous duties of a city pastorate and, like a Roman of old, to enjoy for the rest of his life that '*otium cum dignitate*' to which his fortune invited and his achievements had entitled him.

HIS MARRIAGE

Even then, Newport and Dr. Terry were not at all strangers. As a young collegian he had often been here during the summer months, spending much time in sailing, for yachting was always one of his chiefest pleasures. On one of his visits to this city, made while he was still a divinity student, he met the future Mrs. Terry, Linda Marquand, as she was then, the daughter of the famous New York philanthropist and art connoisseur, the late Henry G. Marquand.

For some years already the Marquands had been established as regular Newport summer visitors, and they had just completed the building of "Linden Gate," one of the imposing new cottages which were commencing to appear in the stately Newport of the early seventies. Mr. Marquand and his family had become much attached to the place and bore a prominent part in its social and intellectual life. It was but natural, therefore, that the wedding should have taken place here, and, interestingly enough, in the very house which, many years later and considerably altered, was to become the permanent residence of Dr. Terry himself.

The wedding, which was solemnized on September 22, was the chief event of the social season of 1875. Rev. John Hall, D. D., performed the ceremony and was assisted by the

Rev. John P. Taylor, the minister of the United Congregational Church of this city, a church in which the bride's family had long taken personal interest, and where later, Dr. Terry himself often preached.

HIS WEDDING

The wedding was especially memorable for the presence of Admiral Wellesley, of the British Navy, commanding a British fleet then on a visit of courtesy to these shores. The presence of the courteous foreign admiral and his staff might well have been taken as prophetic of another European squadron, this time French, which in October, 1931, paid a visit to Newport, a visit whose true occasion was the munificence of Dr. Terry.

Be that as it may, the marriage was eminently a happy one, community of interests and like noble refinement of taste combining with great good fortune. The celebration of their fifty-fourth wedding anniversary in 1929 was an occasion for the greatest rejoicing for their friends, their family and themselves. Mrs. Terry's presence and encouragement of all summer concerts of good music will not soon be forgotten; while to all who could recall the great and gracious days of Newport's driving epoch, her splendidly horsed Victoria with its neat men on the box, was for years a precious link with the past. Mrs. Terry died in 1931, mourned by all who knew her, but by none so deeply as by her husband who knew her best.

They had two children, a son, Roderick Terry, who is a lawyer in New York City; and a daughter, Mrs. Eunice Terry Hale, who married the son of Senator Hale of Maine. Mrs. Hale died several years ago and it was in her memory that Dr. Terry gave the new Children's Ward to the Newport Hospital.

Now at the time of his retirement, Dr. Terry was a very wealthy man. Travel and study had made him acquainted with pretty much of the world. He might have settled anywhere he liked, or spent his time, as have others of the leisure class, in constant travelling. Yet it is doubtful if any such possibility ever occurred to him. From his first visit here, Newport had captivated him and to the last he remained

her loyal and her devoted admirer. Her climate, her proximity to the sea, her society and her past drew him more and more as the years went by. So it was that in giving up his church in New York, Dr. Terry took up his residence in this city occupying the Marquand house, Linden Gate, that very same house in which thirty years before he had been married.

GATHERING HIS LIBRARY

The first few years of his life here were spent in dignified leisure. Much of his time was spent on the magnificent collections of books and autographs which have made his name widely known wherever such things are understood and appreciated. His early Italian editions of the classics are the envy of even the famous Morgan library. His other incunabula include examples of all the famous and many of the more obscure printers, his first editions are breath-taking and the original manuscripts of great authors (in many cases unpublished poems, essays and the like), have excited the most intense interest among those so fortunate as to have seen them. Occasionally, too, at this time, he wrote articles of an historical or appreciative nature, dealing with the background or contents of some unusually interesting items which he had recently added to his library.

The Newport to which he had come to make his home was a very different city from the budding social Mayfair of the seventies or the gracious New England capital of the late sixties. Roosevelt was president in 1905 and the United States, as a whole and severally, were waking from their period of provincialism and discovering the sun.

Summer found Newport pulsating with that social life which, since the days of Ward McAllister, had startled and delighted the whole nation, more perhaps for its expense than for its elegance. They were the days of social leaders, great balls and formal invitations. For three months of the year, so the rest of the country thought, Newport was the apex of frivolous luxury and ambitious snobberv. Stuyvesant Fish, Oelrichs, Astor, Burden, Sheldon, Vanderbilt, Kernochan, Berwind—all these were names to conjure with in "Turn of the Century" Newport. In that life, the Terrys

bore a part; but they chose it to be a small one. That was not their idea of pleasure.

WITH THE HISTORICAL SOCIETY

It is the principal glory of Newport that what in her is frivolous and extravagant has to be brought to her from the outside, but what is simple and enduring has been nature's gift to her and is part of her being. The sea, the luxuriance of her foliage, the variety of her countryside, have produced an environment which, without becoming enervating is most favorable to intellectual ease and refined elegance. The social Newport is but one phase of a society of good manners whose roots long antedated the American Revolution and whose branches are still rich with noble fruit.

To that Newport, the Newport of tradition and fine achievement, a mind such as Dr. Terry's could not fail to be attracted. He had, it is true, intended to spend the rest of his life in privacy and leisure, but, little by little, he came to see that here in Newport there was much that needed doing and that he wanted to do. At first it was the Old Newport that drew his interest—that old Newport which was so quickly vanishing and whose memory seemed so very well worth while preserving. So it was that he was drawn to the Newport Historical Society.

In 1909, Dr. Terry read a paper before this Society, choosing for his subject "A Minister's Wife in the Revolution". Almost certainly he had known of the Society long before, but this was his first public record connection with it. It was a Society with far more of a past than a present. Although never so negligible as Fenimore Cooper's famous opinion of it, the society at this time was beyond question moribund. Starved from lack of money and crowded into unattractive quarters, the general public knew it little and cared for it less. Yet here, in these collections, among these memories, and above all in the minds of its few earnest and undismayed active members, here was being kept alive the sacred past—that is, in as far as it was being kept alive at all.

It had become obvious that the Society must draw to

itself new blood, new ideas and broader views—or else perish quietly, itself become but an historical memory

The society did not die; in fact, it is very far from it. That it is today one of the leading institutions of its kind in New England and the foremost in the state is in justest measure due to Dr. Terry's intelligent interest, unswerving devotion, tireless generosity, and influential support. A perusal of the annual reports of the society shows unmistakably the commencement of his benign intervention, steadily growing, working towards a definite goal; leavening the lump.

RENOVATING THE OLD HOUSE

Not, however, until 1911 did he come to hold office in the society. With that year commenced the new era, for from that time the publication of the society's papers assured dignified importance to such communications that might be made to the assembled members as well as securing the preservation of useful work in local history. This printing was his idea and was done at his expense.

In 1912, Dr. Terry was elected vice president, serving in that position for six years, during which Mr. Daniel Fearing was president. Dr. Terry and Mr. Fearing commenced at once a campaign to render the society more generally known and more able to prove helpful. In consonance with this determination, there was held the summer of 1914 an Indian Exhibition, which attracted wide-spread attention and was the immediate cause of a marked increase in membership. Dr. Terry and Mr. Fearing both had a lively interest in the artifacts of the pre-historic Amerinds. It was very fitting that the commencement of the society's rejuvenation should have been signaled by this homage to the First Americans.

In 1915, through the generosity of Mr. Arthur Curtiss James and the society's own officers, among whom Dr. Terry was prominent, funds were raised sufficient to bring about much needed reforms. The old building of the society was renovated, added to and rendered fire-proof. The collections adequately displayed and the valuable records and the like safe-guarded in a specially built vault. In 1916, the new

building was occupied amid rejoicings that augured well for the future. One of its most admired features was its porch, an architectural detail conceived and planned by Dr. Terry and Mrs. Paul FitzSimons.

In 1918, Dr. Terry became president of the society. He had worked long and hard in the ranks; the coming years were to show the qualities he had in him as a leader. In his first address as president, he took occasion to emphasize the importance and needs of the library attached to the Society's museum—and here is a convenient point to present a brief survey of his aims and ambitions, lest in recounting mere acts and gifts, we lose sight of the man.

REESTABLISHED THE SOCIETY

A man of education and of literary and historical tastes with a background of culture and an aesthetic appreciation, he had long felt drawn to Newport's peculiarly fascinating past and he greatly admired the alas! too swiftly disappearing monuments of those 'dear dead days.' In seeking to learn of that past and to glean the history of those monuments, he had come time and time again against the unfortunate fact that those who knew of them were swiftly dying out and those who owned them were all too often unwilling to communicate what they knew of them—or much worse, unable and unwilling to maintain them. To the preservation of this heritage of historic Newport, he freely gave his time, his money, and his best thought.

The library and the museum of the Historical Society, together with its valuable bulletins (published, by the way, under his personal financial guarantee), he strove to so develop that through them to the people of today the gracious past might be made once more alive; the lessons of old mistakes learned anew from the personal records of the men who made them and of the men who suffered under them; and the continuity of progressive improvement made plain. After him, no one need in Newport again do the spade-work of crude excavation in a forbidding desert of semi-ignorance but rather, helped by his predecessors, the historian should at his ease cull and refine and make certain.

But there was something beyond this. To preserve the

sites and the buildings of former times, that living men might enjoy them, and standing where their forefathers stood, become anew imbued with the spirit that 'made and preserved us a nation'—that aim, too, was his and he set it squarely before his society, contributing nobly towards its realization. Large as were the sums of money he spent, considerable as was the time and effort he unhesitatingly lavished upon them, there can be no doubt that the formulation of these aims and the clearheaded development of a scheme for their practical achievement, constitute Dr. Terry's greatness.

PRESERVED OLD RELICS

The library and the museum of the Historical Society, together with its growing endowment fund, testify to the eminent success of the first of these purposes. What he did towards the second is well known to all. The Liberty Tree replanted and its surroundings made into a park; the Rugles windmill on the West Main road, one of the few survivals of Rhode Island's once famous grinding engines, restored and presented to the keeping of the Historical Society; the purchase and turning over to the society of the vastly interesting Revolutionary forts at Butts Hill, Portsmouth, and Fort Barton, Tiverton; the acquisition from its earlier preservators of Green End fort; the acquisition and the rehabilitation of the Wanton-Hazard house on Broadway, the improvement of the Old State House on Washington square—all these and many more form part of his literally never-ending contributions to the preservation of Old Newport—'*come era, dove era*' (As it was, where it was, the motto of Venice when restoring her famous Campanile.)

The fact that the landing of Rochambeau's forces had no suitable memorial was brought to Dr. Terry's attention. As president of the Historical Society, but at his own costs, he presently (1928) caused to be erected the pyramid and symbolic tripod in King Park on the conjectured site of the French debarkation in 1780, thereby creating a shrine of the first importance in the establishment of good will between America and France through the establishment of a memorial of dangers past and endured together.

And to all this he added a keen interest in the welfare of

the society itself, working successfully for the establishment of an adequate endowment fund and, by the purchase and gift of an adjoining property, insuring room for expansion of the society's plant should necessity and opportunity arise. Recently, too, his generous gifts have secured for the society a truly remarkable Indian collection housed in a separate room, and consisting largely of specimens gathered from Newport County sites of Indian activity. Nor should the Nautical Museum be forgotten, though but a gallant commencement of what it yet will be; a collection even now representative of Newport's long existence as a sea-board town.

AT REDWOOD

One who has studied his reports through the years in which he guided the destinies of the society is struck by the catholicity of interest Dr. Terry displayed in all that was connected with Newport. Even current events such as the visit of Admiral Byrd after his Polar Flights and the America Cup races in 1930 were given due prominence; and his sincere tribute to the memory of Mayor Boyle who died in office was most characteristic of Dr. Terry.

Dr. Terry had been a permanent resident of Newport for nearly seven years before his active interest in the Redwood Library began. But when, in 1912, he was made a director of that institution, his experience already gained of the ends which he wished to accomplish and his knowledge of the people who were to become his associates, stood him in very good stead. And if the Redwood Library was for him a later love, it was perhaps a greater love than any other in Newport.

About books in themselves there was for Dr. Terry a fascination; about old books there was an especial charm. The Redwood, with its collection dating well before the American Revolution; its associations with the Augustan Newport of the early eighteenth century; its building itself '*come era, dove era*;' was an irresistible attraction. Especially was this so when, on study of its facilities one could see unbounded possibilities, destined to steady decay for lack of interest and funds and breadth of vision. In the spirit of

Abraham Redwood, its leading founder, Dr. Terry took up his new task.

The legacy of Gardener Blanchard Perry the year Dr. Terry became a director of the library had made possible the erection of a new stack room. What was to be done with the older room seemed a problem but it was a problem nobly solved by Dr. Terry, who offered to do over this large room in the name and memory of Henry G. Marquand, his father-in-law and a former president of the library corporation. The present beauty of this room now the delivery room, and the elegance of its appointments well reflect the doctor's intentions for the library as a whole.

PRESIDENT OF THE LIBRARY

In 1913, he became vice president of the library, which office he held until 1916, when President Pierson insisted that Dr. Terry take his place, himself continuing to serve the library as vice president. Mr. Pierson felt, he said at the time, that this was but Dr. Terry's due "for his services and the thought, time and money he has continuously contributed." In this the directors heartily concurred and added to it a collective vote of thanks from the corporation.

While still vice-president, the work on the delivery room was completed (1915), a cataloguer employed to bring up to date the indices of the books of the library and, most characteristic of the man, Dr. Terry secured and put in place at the Redwood Street entrance the gates from the old Redwood estate, one more instance of his enriching the present by the authentic and suitable monuments of the past.

In 1916, entirely through the influence of Dr. Terry, but with the most generous co-operation of Mr. Marsden Perry, the Redwood celebrated the tercentenary of Shakespeare's death by one of the most remarkable Shakespeare exhibitions ever held in this country. Those who knew were astounded and delighted; as a summer feature in still frivolous Newport it was more than a novelty. It was the first consistent exhibition of rare, choice and beautiful books ever held here and while it must have been the despair of many, it awakened a real interest in such things which is still bearing fruits.

At the Redwood again, Dr. Terry was far-seeing enough to realize that the matter of establishing an endowment fund was one that could be put off no longer. To this end, several new classes of membership were introduced and the library funds much increased thereby, he himself becoming a life member and later (1921) a patron of the library.

HIS BOOKS EXHIBITED

The war years found Dr. Terry and the library carrying on. Some help was afforded the American Library Association's work among the service men; a special collection of books was made for the Louvain library to be a gift when that war-torn institution should once more rise from the ashes; both these at the instance of Dr. Terry. Perhaps more in line with his already well-defined purposes, the old summer house from the Redwood Farm in Portsmouth was, at his instance, presented to the library by its owner, Mr. Bradford Norman, and at Dr. Terry's expense renovated and set in place on the library lawn, one more link of library, founder, and Dr. Terry.

On September 4, 1922, the library held an Anniversary Party to celebrate the completion of the 125th year of its founding. Dr. Terry for this occasion, at some expense and with much painstaking search, secured a complete collection of the portraits of the library's presidents and presented them to the institution. In his report for this year he enunciated distinctly his conception of the functions of the Redwood Library in the Newport Community. It was as a source of knowledge and culture that the library must do its service, extending year by year its facilities for reference and its collections of great books of the world. For the anniversary year, Dr. Terry himself compiled a history of the library, an interesting, exact contribution to the records of the city.

Then, as if to show what he meant by the great books of the world, he in succeeding years put on exhibition some of the finest examples both from his own and from the library's collections.

The Bible exhibition, a remarkable show even for the New York public; his Shelley, his Byron, his Keats and his first edition collections; a magnificent collection of bindings

ancient and modern; autographs of European and American celebrities (including a complete collection of the signers of the Declaration of Independence); a Washington Irving collection unrivaled in New England—these have all been on display in the library's cases and have borne a useful part in educating and forming the tastes of the community.

And throughout all these years his individual gifts were numberless: map cabinets, furniture, portraits of famous men, books, the services of an expert cataloguer—all these and many more. Then, in 1928, he realized one more of his ambitions—the original library room, the oldest room for such a purpose in these United States, was restored to its pristine elegance and once again put into use. The directors' vote of thanks to Dr. Terry expressed the sentiment of the entire community. It was significant that his report for this year emphasized the function of a library in 'elevating the literary taste of the community,' a function to which as a member of the Book Committee he had for years silently but importantly contributed.

THE LIBRARY CELEBRATES

On August 19, 1930, at Dr. Terry's instance, the Library celebrated with a pageant and reception the anniversary of the founding of the Newport Philosophical Society, that germ out of which the Redwood Library grew. The pageant was held in the very portico of the old building and, when, at its close, many of those present gathered to speak to Dr. Terry, as he stood before the steps, there was a very general feeling that in his words of welcome and in his very person the founders of the library and the Philosophical Society were yet alive. Berkeley, Redwood, Collins,—In Dr. Terry there was something of each and something of that spirit which after nearly two hundred years still keeps their memories fresh and precious to the men and women of Newport.

A final gift remains unspoken of. The reading room of the library sandwiched between the refitted delivery room and the original library room seemed much out of keeping with either. It needed repairs and refurnishing and it needed both badly. The expense and arrangement of this Dr. Terry took upon himself. The room was re-opened in 1931, completely transformed; in its furnishings, as in its structure

and ornament, one of the finest in New England. In token of their gratitude the directors of the library have re-named this 'The Roderick Terry Reading Room.'

Some years ago the Crown Prince of Sweden visited this city. Of all the things here, he was most impressed with the Redwood Library. "It is a noble building," said he. "You must be proud to have such an inspiration to learning." That it is such is beyond measure the result of the loving care and the foresight of Dr. Roderick Terry.

But one would be far wrong to assume that the activities of this man were to be comprised in his labors for the Redwood Library and the Newport Historical Society, and those alone. Rather every phase of beneficent activity throughout the city has felt his interest and received his assistance. He was an incomparable presiding officer, his majestic figure mildly dominating the most unruly meeting and his thoughtful tact quietly accomplishing the seeming impossible.

The American Red Cross, which he long served as treasurer and in other offices, particularly during the trying war years; the Newport Hospital, to which, in memory of his dead daughter, he gave the new Children's Ward and all its equipment; the Art Association of Newport of which he was a generous and understanding friend and benefactor; the United Congregational Church where he often preached—these are but a few out of many.

Perhaps his service to the Red Cross was most signal of all these. When on September 29, 1916, the first Mass Meeting was called, at which time the splendid Newport Chapter was properly organized, it was Dr. Terry who presided, speaking with a gravity and humanity which had potent influence throughout the city. Nor was that influence exerted any too soon, for on October 8 of that year there appeared in our harbor the U-53 and presently there were brought to our city the needy survivors of those merchantmen torpedoed by Captain Rose off Nantucket. Dr. Terry was a member of the Emergency Committee of the newly former chapter which did such invaluable work in giving prompt and necessary assistance and relief to those war-refugees of trans-Atlantic war.

In February, 1917, just before President Wilson brought the United States into the great conflict, Dr. Terry accepted

the post of chairman of the Finance committee for the Newport Chapter, a pivotal position of the utmost importance. Again and again, in numerous and efficient ways, Dr. Terry contributed freely his time and his money and his great personal influence. Indeed his name must rank very high in that list of four or five who put and kept the Newport Red Cross Chapter in the forefront for efficient service throughout the whole long trying period of the Great War.

IN LIGHTER THINGS

Nor was he lacking in interest in the lighter sides of life. He was a confirmed golfer and for many years a prominent member of the Newport Country Club, serving a long while on its greens committee. His fondness for yachting never ceased, and, while in later years he owned no boat himself, he often chartered a yacht and, taking along many of his friends, cruised up and down the coast. He was a stockholder in the Newport Casino and, together with his wife, was one of those most interested in the summer concerts, particularly those summers when the classical concerts were given.

Of a marked literary taste, he was a member of the Century, the University and the Grolier Clubs of New York; and he was deeply interested in the Society of the Cincinnati and the Society of the Mayflower Descendants to which by right of ancestry he naturally belonged.

Before coming to this city he had served as Trustee for Rutgers College (1882-1905), as a member of the Council of New York University and on the Board of the Bellevue Hospital College of Medicine.

SOME OF HIS CONFRERES

When he came to live in Newport, he thought it was to take his ease in quiet retirement after an active life of close to sixty years. Because he was what he was to all Newport, this last part far outshines the rest—a generous giving of himself and his means to the promotion of the best that he could find or know.

In his work in this city he was not without able confreres and willing assistants and among them should surely

be mentioned with honor the following: Frank Sturgis, Daniel B. Fearing, Hamilton Tompkins, General Pierson, Arthur Curtiss James, Dr. Henry Barton Jacobs, Mrs. Harold Brown, Admiral Chadwick, Alfred G. Langley, Richard Bliss, Lewis Cass Ledyard, Miss Agnes Storer and Dr. Horatio Storer, Hamilton Fish Webster, W. P. Buffum, Admiral W. S. Sims, A.S. Roberts, T.T. Pitman, W.W. Covell, Joseph G. Parmenter, Dr. W. S. Sherman, Lloyd Mayer, Col. Willard, Mrs. C. C. Gardner, Miss Maud Stevens, George L. Hinckley, the Rev. John H. Deming and Miss Frances Hubbert.

It has been said of Dr. Terry that he was a benevolent despot, but such has never been the opinion of those who worked with or under him. One who was for years in intimate and almost daily contact with the man declares that he would never push what he saw was contrary to the desires or even to the inclinations of his confreres. A study of his life demonstrates the truth of this; and those whose privilege it was to know Dr. Terry and to work with him found in him a loyal friend and a conscientious executive.

An interesting instance of this dignified consideration of others' views was shown when in 1932 Dr. Terry secured from the State of Virginia the right to erect in Newport a replica of Virginia's most precious statue, that of Washington by Houdon, the great Frenchman. A dispute having arisen as to the fitness of several sites which had been mentioned for the monument, Dr. Terry called a meeting of all those interested; gathered the consensus of their views; and, far from showing pique or annoyance at the heat of the contestants, neither withdrew his offer of the statue nor pressed his own point of view. At a special meeting of the Redwood Library, held in June of that year, Dr. Terry offered to erect the statue on the library's grounds, and his offer was accepted with thanks by the library board. The statue was erected on the library grounds as Dr. Terry's gift and at his expense. It is in every way an impressive tribute to the generosity and the Americanism of its donor.

Perhaps the whole is best summed up in an unforgettable phrase of Mrs. Maud Howe Elliott, whose experience has given her profound wisdom in such matters. "I think," she said, "I think I should call him 'Roderick the Magnificent'." Newport and posterity are likely to agree with her.

BOARD OF ALDERMEN

EXCERPT from the minutes of the meeting of the Board of Aldermen of the City of Newport, R. I., held on Thursday, December 28, 1933:

"Mayor announced the death of Dr. Roderick Terry and spoke highly of his worth to the citizens and his charitable works and suggested the Board adjourn in memory of Dr. Terry.

Alderman Mahan also spoke and made the motion, which was carried.

Adjourned in memory of Dr. Roderick Terry."

CHESTER L. WOOD,

Deputy City Clerk.

(L. S.) A true copy

Attest

NEWPORT HISTORICAL SOCIETY

WHEREAS: this Newport Historical Society, by the death of Dr. Roderick Terry, has lost the greatest and best of all its friends, and

WHEREAS: it now finds itself confronted by the almost impossibility of rendering adequate tribute, by word or act, to the memory of its benefactor; be it

Resolved: that the expression of its deep and everlasting gratitude be embodied in the form of the publication which Dr. Terry created, maintained and loved; that a SPECIAL MEMORIAL NEWPORT HISTORICAL SOCIETY BULLETIN be printed, which shall contain a picture of Dr. Terry, a copy from the minutes of the meeting of the Board of Aldermen of the City of Newport, reciting the action taken on the passing of Dr. Terry; a copy of the resolution passed by the Redwood Library; a copy of this resolution passed by the Newport Historical Society; and the editorials on the death of Dr. Terry from the Newport Herald and the Daily News.

REDWOOD LIBRARY AND ATHENAEUM

MINUTE ON THE DEATH OF THE REVEREND

RODERICK TERRY, D. D.

The Board of Directors of the Redwood Library and Athenaeum hereby express their deep appreciation of the leadership, encouragement, wise counsel, and generous devotion shown by Dr. Roderick Terry during his long association with the administration of the library.

As director from 1912, vice president from 1913 to 1915, and president from 1916 until his death in 1933, Dr. Terry was actively interested in the library.

Evidence of this interest was manifested in the redecoration and furnishing of the Marquand Room in 1915, the restoration of the Harrison Room in 1929, and more recently the renovation and restoration of the Reading Room which has been named the Roderick Terry Reading Room, in his honor.

Moreover Dr. Terry constantly contributed in various other ways to the general welfare and improvement of the library and its grounds, and always endeavored to keep in mind the historical tradition of one of the oldest libraries in the country.

His loss is irreparable. His life was an inspiration to all, especially those upon whom rest some of the responsibilities he has laid down.

We think of him with honor, love, and emulation. We purpose to keep his memory sacred by faithfully carrying on this work in which he was so deeply interested.

Thanks to the kindness of Miss Hubbert, Librarian of the Redwood Library, we are able to append a list of the outstanding gifts of Dr. Terry to that institution.

DR. RODERICK TERRY'S OUTSTANDING CONTRIBUTIONS TO THE REDWOOD LIBRARY

Dr. Terry

Restored the Harrison Room.

Decorated and furnished the Marquand Room.

Renovated the Reading Room, which the Directors named The Roderick Terry Reading Room.

Created an endowment fund and obtained contributions from other people for this fund.

Paid all bills for the Booklist.

Arranged many exhibitions of rare and beautiful books from his own library.

Through Dr. Terry's kindness the Library celebrated in 1923 the 175th anniversary of the incorporation of the library, and in 1930 there was held an appropriate celebration of the 200th anniversary of the founding of the Philosophical Society.

Presented a replica of Houdon's statue of George Washington.

Presented a marble bust of Gilbert Stuart, made from the life mask of the artist.

Paid the salary of a cataloguer for a number of years and also paid for the binding of all books, this last until about four years ago.

OFFICERS

OF THE

Newport Historical Society

For the year ending May, 1934

PRESIDENT, STEPHEN B. LUCE

FIRST VICE-PRESIDENT, REV. STANLEY C. HUGHES

SECOND VICE-PRESIDENT, WILLIAM R. HARVEY

CORRESPONDING SECRETARY, MAUD LYMAN STEVENS

TREASURER, CHARLES E. LIVESEY

SECRETARY, LIBRARIAN AND ASSISTANT TREASURER, LLOYD M. MAYER

CURATOR OF COINS AND MEDALS, EDWIN P. ROBINSON

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JONAS BERGNER

MRS. BRADFORD NORMAN
WILLIAM H. VANDERBILT

FOR TWO YEARS

MRS. HAROLD BROWN
JOHN H. BENSON

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MRS. EDWARD A. SHERMAN
LEANDER K. CARR

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MISS EDITH MAY TILLEY

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INCREASE OF MEMBERSHIP COMMITTEE

LEANDER K. CARR

AUDITOR

JONAS BERGNER

Bulletins of the Society for sale at the Society's Room.



BULLETIN

OF THE

Newport Historical Society

Number ninety-two

NEWPORT, R. I.

July, 1934

RHODE ISLAND ALMANACS OF LONG AGO

BY

MISS JEANNETTE H. SWASEY

STEPHEN BLEECKER LUCE

REAR ADMIRAL, U. S. NAVY

BY

STEPHEN BLEECKER LUCE

F89
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no. 92

RHODE ISLAND ALMANACS OF LONG AGO

1727-1800

Read before the Society, February 19, 1934

Among the many interesting things to be seen in the library of this Society is a collection of almanacks.

Mr. Chas. Hammett, in his Bibliography of Newport, said, that it was not possible to make a classification of Almanacks. Therefore I have arranged them according to place and time of printing and names of printers.

In the 75 years before 1800, there were only three places of printing. Newport, Providence and Warren; and not more than a dozen printers.

1727-35

James Franklin's Almanac for 1728 was the first to be printed in Newport. The Library of Congress owns the only remaining copy.

We have a facsimile of it, made possible by the courtesy of the librarian to Congress.

Freedom of speech was just as necessary to James as it was to his brother Benjamin, but it had brought him into disfavor in Boston so he moved to Newport in 1727 and set up his printing house on Tillinghast's wharf.

This was the fourth printing press in the colonies.

This press is now in the Mechanics' Hall in Boston.

"To my loving Countrymen in the Colony of Rhode Ifland, &c.

I having in my younger Years devoted some Leifure Hours to the study of the Mathematicks, more especially that part of it which led me to the Contemplation of the heavenly Bodies; and being now importuned by some Persons of Note in this Colony, I have here presented you with an Almanack for the ensuing Year, fitted to the Meridian of Newport; which contains the Fulls, Changes, and Quarters of the Moon, with her Paffage through, and Dominion over

the Body of Man and Beaft, with her Rifing and Setting, the rifing and fetting of the Sun, the Courts of this and the neighbouring Colonys, Judgment of the Weather, Spring Tides, and the exact Time of High Water in the Harbour of Newport. And for the fake of fome who keep Days holy, and others who keep Holy-Days, I have inferted the Saint's Days, and other Holy-Days of the Church of England.

Tho' I have not given you my proper Name, yet I affure you I have had one the greateft part of half an hundred Years; and I know of no Neceffity for parting with it at this Time, finse I prefume my Almanack will anfwer all the Ends defign'd without that Expence. So, wifhing you a happy new Year; bid you adieu.

POOR ROBIN

Newport, Aug. 30, 1727.

Venus is Morning Star until the 12th of Auguft, then Evening Star to the Year's end."

The space at the foot of the pages has prognosticks of the weather. Also at the side of each page are observations on physick and diet. A sample of his prudent prophecies is given in the days of the month

"February 4 Fine, fair or

" 5 foul."

After this prediction I cannot refute Poor Robin's statement that there is not a more dishonest business in the world than an Almanack maker's.

"Now, Reader, my Almanack's ended,
Twill end in a Twelve-Month, I mean;
That is, a whole Year,
And the Price is not dear,
For the various Matters therein.

Here are Days for your Feafting and Fafting,
And Days to drink Punch or October;
The Days of all Courts,
And the Days for your Sports,
To be drunk when you cannot keep fober."

James Franklin^d died in 1735.

1737-1741

Ann Franklin, his widow, took up his work, issuing the almanack, with the aid of itinerant astrologers for two years, and later with the help of her son-in-law, Samuel Hall.

No almanacks were printed in Rhode Island from 1741-1750.

1748-1762

Ann Franklin's son, James, had been serving an apprenticeship with his uncle Benjamin in Philadelphia.

He printed his almanacks under the name of Job Shepherd, following the family custom by calling himself "Poor Job." When he is called to account for mistakes in calculations he says it was the fault of the printer.

The last almanack that Poor Job printed was by Nathaniel Whitefield.

"To the Reader

It is expected, and the Public is never fatisfied, 'till they receive an Account of the Life and Writings of an Author, when and where he was born, and who was his Patron, with many other Particulars. I fhall only fay in general, that I was born in the Reign of George, King of England, France, and Ireland: That a Kinfman of mine, George Whitefield, has employ'd all his latter Years in travelling through the greateft part of Great-Britain and this Continent, in fpend-ing and being fpent for the good of Souls. For my Part, I have made it my principal Study for many years, to difcover proper Medicines for healing the Diforders of the Body and have here made fome of my Receipts known. This every fincere well-wifher of Mankind, who is defirous of being a ufeful Member of the Community, will at Times do, though he rifk a little of his own private Advantage, when it appears for the public Good.

Kind Reader;

I wifh thee well,

Nathaniel Whitefield."

"The Patient muft take particular Care to keep a ftrict Diet, fuch as, Wheat Bread well raifed, or good Bifket: Their

common Drink muſt be, ſmall Beer brewed with Molaffes.”

James Franklin died in 1762 ſo Ann, his mother, takes Samuel Hall to help her.

Her death comes the next year, ſo Samuel Hall continues the almanac until 1768, apparently printing them only every other year.

His almanacs are all reprints of Nathaniel Ames of Dedham.

In Samuel Hall's laſt iſſue of an almanac in 1768 he gives this advice, “Save your money and you ſave your country.”

Nathaniel Ames added the name *Aſtronomical Diary* to his almanack. The contents were increaſed by an *Ephemeris*, a liſt of public roads with the beſt ſtages and houſes to ſtop at. Alſo poetry was placed at the top of the pages that held the calendar for each month.

1768-1787

Solomon Southwick bought the buſineſs from the Franklin heirs in 1768.

The earlieſt almanack that we own printed by him is for the year 1774.

John Anderson, philom. is the author. Whether this is a fictitious name for the Editor, or the name of a perſon I do not know. This is the earlieſt almanack to have any attempt at decoration on the firſt page.

Alſo to uſe philomath after the name of the author.

In the iſſue or 1776 the ſtate of mind of the author is made plain in the foreword.

“Kind READER,

The reduced, imperfect State of this Almanack, is owing to my peculiarly unhappy Situation in theſe Times of Diſtreſs. However, it will anſwer all the purpoſes that a mere Almanack is deſigned for. —If it pleaſe GOD to ſpare my Life another Year, you may depend on my increaſing this Work to its former Size, and making it as uſeful as any other of its Kind in theſe Parts.

I heartily congratulate you on Account of the Succeſs which has hitherto attended the Meaſures adopted for ſecur-

ing the Liberties of this vast Continent; with you a happy New Year, and am

Your most obedient, humble Servant,

THE AUTHOR.

Solomon Southwick's life is picturesque to us who recall it.

His father was a fisherman and had planned for his son to follow the same employment. His good looks and intelligence impressed Henry Collins so that he sent him to school.

When he bought the printing business of the Franklins it had been moved to the Parade, under the Town house, as the Widow Franklin says.

When the war came on he buried his press and type in Kilburn Court.

It was told the British, who dug it up and printed a paper on it for about three years. John Howe was their printer.

When Solomon took up his work again the press was in the building that some of us remember as Coggeshall's market at the foot of the parade.

Henry Barber, who was an assistant of Mr. Southwick's, prints one almanack and his son Henry one.

1787-1791

Peter Edes uses the same establishment and prints the almanacks for Elisha Thornton of Smithfield, whom Mr. Chapin calls the first native Rhode Island almanack maker.

"P R E F A C E.

The Printer having for three years' past condescended to print my Almanack in the plain and friendly style, which style, though adapted and agreeable to me and my friends, is not adapted nor so agreeable to his friends and customers in general; and he being desirous of inserting the courts in the usual style, also the church days, in my Almanack for 1791; and my friends not having concluded on any way for taking off a sufficient number to encourage their being continued in the plain way, I have fold my calculations to him, with my name subscribed as per title page, and he to publish said Almanack to his liking—believing he will publish nothing therein but what may be useful; and should it ap-

pear fo, I hope faid Almanack will not be lefs acceptable with my friends than other people.

I wifh the kind patronage of every perfon underftanding how to correct and mend my errors (the ignorant I hope to bear with) and acknowledge the general kind reception of my little performances.

ELISHA THORNTON."

Quakers did not use the name of the days of the week, because the days were named after pagan gods.

Elisha Thornton was the only man whose almanack was printed in Newport, Providence and Warren.

"A N E C D O T E S.

Two country Attornies riding home from the term, overtook an honeft carter, and begun to jeer him, afked him why his fore horfe was fo fat, and the reft fo lean, the carter (knowing them to be Lawyers) reply'd, know you not that? I will tell you, my fore-horfe is a Lawyer, and thofe that follow him, are his Clients."

An Oxford fcholar having been very extravagant, and having writ to his father to fupply him with money, and ufed all means, but nothing would do, he very ingeniously wrote to his Father that he was dead, and defired to fend him up Money to pay for his burial."

These two anecdotes from the almanacks for 1792, printed by Peter Edes at Newport, show the sense of humor of Peter Edes.

In closing the account of the Newport almanacks, I have placed a list of unusual words that were found therein:-

Yaws	chace box
Gammon	electuaries
cow's feet	Bolus
Succedaneously	
hydrogogihipnotitharneupismanechedical.	

P R O V I D E N C E

1763—1800

Providence sets up its first press in 1762 and issues its first almanack in 1763.

Unfortunately we have no almanacks by Sarah Goddard and her son William.

Our earliest almanack is for 1770. It was published by John Carter and edited by Benj. West who was a professor of mathematics at Brown College.

The almanacks have again changed their names. They are now called New England Almanacks.

The publishing house was at Shakespear's head, near the Court House on Weybosset Street.

Benjamin West and John Carter had much difficulty in agreeing. West seemed to have a habit of selling his calculations to more than one person. Carter complains, saying, "Charity bids us hope. that Mr. West could not be deluded by any consideration to deviate from the paths of rectitude and risque the loss of his credit by selling a second time what he had already disposed of."

They parted company in 1780. The next year Bennett Wheeler printed West's Almanack changing the name to North American Calendar.

1781—1795.

Two quotations from these calendars will show their thought of what was amusing.

A WISH (1782)

From a crofs neighbor, and a fullen wife,
A pointlefs needle, and a broken knife;
From furetyflip, and from an empty purfe,
A fmoaky chimney, and a jolting horfe;
From a dull razor, and an aching head,
From a bad confcience, and a buggy bed:
A blow upon the elbow and the knee;
From each of thefe—May I continue free!

REGISTER

"On a Gentleman's receiving three Letters, by the fame Poft, advising of the Death of his Miftrefs, his Wife, and his Horfe. 1777.

I've loft my Miftrefs, Wife and Horfe,
But when I think of human Life,
I'm glad it is no worfe:
My Wife was ugly, and a Scold;
My Miftrefs was grown lean and old;
I'm sorry for my Horfe.

When West and Carter could no longer agree—Carter started another series under the pseudonym of Isaac Bickerstaff. This was Dean Swift's pseudonym when he foretold the death of Partridge, the English almanack maker.

Many of their fictitious names were high sounding but descriptive of the work in which they were engaged.

Isaac Bickerstaff's almanack was published from 1781-1799.

In the 1788 number were the officers, fellows & professors of Rhode Island College. In speaking of the formation of Rhode Island College—I found that teaching began at Warren with 9 as the number of students. Directions for sailing up Providence River are also given.

The first illustration found in the early almanacks is the cut of the man of signs with its arrow pointing to the organ which certain constellations govern. It was necessary for them for blood letting, which seemed to be their major operation, could be successfully done only when the signs were right.

Astrology was coming into disrepute as a Science, though I found a horoscope for John Brown, of Providence, in a Bickerstaff almanack for 1798.

Copernicus Partridge and Abraham Weatherwise had only a few almanacks to their credit but the foreword of the first named is worth quoting. (1786).

"The famed Astrologer of our Name, John Partridge, who quitted this mortal Scene of Things in 1715, for those ftarry Regions with which he was fo converfant, hath his Name enrolled in the Lift of eminent Men, in the Tablet of Memory."

Nathaniel Phillips, of Warren, printed his United States Diary at Warren from 1793-98. Three of which we have.

I will close with two anecdotes from almanacks published by Bennett Wheeler of Providence.

"A Cheap way of making Brooms.

Two very honeft gentlemen, who dealt in brooms, meeting one day in the ftreet, one afked the other, How the devil he could afford to under-fell him everywhere as he did,

when he stole the stuff and made the brooms himself? Why, you filly dog, answered the other, I steal my brooms ready made."

"A N E C D O T E.

(1792)

A Hibernian, by the name of Herring, being very sick, and his affairs in a deranged situation, expressed much concern to one of his brother countrymen, how his children would be provided for. Hah! said the other, take comfort, take comfort, dear brother; he that provideth for the young Ravens, when they cry, will undoubtedly take good care of the young Herrings."

As we compare these early almanacs with the World Almanac we think how simple these old ones were, but were they? One man was Editor, printer and publisher. Were they not the foundation for these later ones?

The information that they give us, is it not mainly what has happened between that long ago and now?

JEANNETTE H. SWASEY.



STEPHEN BLEECKER LUCE

REAR ADMIRAL, U. S. NAVY

FAMILY REMINISCENCES

BY HIS GRANDSON

STEPHEN BLEECKER LUCE

Read before the Society, August 20, 1934

As the interests of the Society are so largely genealogical, it does not seem amiss to say something about the Luce family.

All the Luces in America descend from Henry Luce, who settled in the town of West Tisbury, on the island of Martha's Vineyard, in the last half of the seventeenth century. Counting him as one generation, my grandfather was seventh from him in direct line, being descended from Henry's fourth child and third son, Experience. He was also the first in the family line not to be born on the Vineyard. His grandfather, Cornelius Luce, a physician by profession, left the Vineyard in middle life with his wife and children, to practice his profession in Western Massachusetts; and thus it happened that my great-grandfather, Vinal Luce, although living elsewhere the greater part of his life, was actually born at West Tisbury, like his fathers before him. As you probably all know, Martha's Vineyard is still full of Luces, and the graveyard at West Tisbury, which I visited last summer, is bursting with them.

My grandfather Luce's ancestors were all worthy, honorable men, who had a place and position in their community; but none attained distinction until he grew up. They gave to his make-up the strong religious nature, the firm principles of conduct, and the sense of humor and wit. From his mother, who was Dutch, (née Charlotte Bleecker) and descended from the fine old patroon families of the Hudson river basin, he undoubtedly received his imperturbability in the face of danger or risk, and his calm serenity which never failed him. The love for the sea and instinct for it came from both sides.

It would be the height of presumption for me to speak on the professional achievements of my Grandfather, the late Rear Admiral Stephen B. Luce. I am not a naval officer, and there are doubtless many here in Newport who know as well as I, and better, the steps in his career. I can bear witness, however, to his inspiring example, his faith, his tender-heartedness, his high sense of honor, his unfailing wit, and his love for this city, in which he lived after he retired, and in which he died.

To dilate on his achievements for the Navy, is impossible, even were I qualified so to do. Suffice it to give one or two personal experiences, and to quote from abler pens than mine. I listened recently to an address by an eminent naval officer on his experiences in the Spanish War, in which he served as a naval cadet, as the midshipmen were then called. Ordered suddenly from the Naval Academy to sea, the only books he chose to take with him were Bowditch's Navigator and Luce's Seamanship—and he carried them under his arm, not being able to get them into his duffle-bag. Luce was, therefore, one of the first men he had learned to take as a model.

Then there is the foundation of the Naval Apprentice System, in itself a sufficient memorial for any man. Those boys were taught their trade afloat, and to the end of his life Admiral Luce was opposed to shore training, except for infantry drills and the like. The sooner, he said, that a recruit got the knack of doing things afloat, the better. As a well-known officer has written of the Training Squadron under his tutelage; it was famed for "nervy manoeuvres performed with imperturbability."

But of course it is the War College that made him famous—for he was so far in advance of his time, that, although ridiculed and opposed at first, the other nations of the world began soon to copy it, and today its preeminence as an essential factor in training officers for higher command is unquestioned. It was ultimately copied by most, if not all, of the important Navies of the world: so that Rear Admiral Fiske says, "Luce saw the light before others saw it, and led the Navies to it."

A well-known officer, Capt. J. M. Ellicott, U.S.N., retired, (in *Proc. U. S. Naval Inst.*, vol. L, 1924, pp. 1615-1628) writes

of the founding of the War College. At that time Luce, he declares, was regarded by the older officers as the "arch-crank" of the Navy. Capt. Ellicott was present at the ceremony of the foundation, and writes of it as follows:

"So, in the presence of a small group of officers from the squadron, and a few civilians from Newport, Admiral Luce stood in front of the vacant poorhouse building one morning, and read his orders, establishing the Naval War College, and making him its first President. As we went away and left him sitting on the steps with only his negro mess-boy and a suitcase, we youngsters felt extremely sorry for him. We could not realize that those piercing grey eyes of his were seeing far into the future, and that that crank was about to turn the greatest war engine this country has ever had."

Just one error in that—Admiral Luce's eyes were blue.

It was fortunate for the country that some of the seed Admiral Luce sowed fell on fertile ground. To him the Navy owes Mahan—without the stimulus he gave him, Mahan might never have put pen to paper—and Mahan always realized this. But next to Admiral Luce, the greatest debt of the War College is. I have always thought, to Captain W. McCarty Little, whom most of you remember. My grandfather regarded Little like his own son, and the affection of those men for one another was beautiful to see. Little gave the College many years of inspiring work, developing and perfecting the war game board, and many other features, that are now its essentials.

Captain Ellicott lived to be a member of the staff of the War College, when its value had been established, and describes a later ceremony as follows:

"There came a time when the potency of Luce's creation was fully and universally recognized; when its opponents had either seen the light or faded into obscurity; and it was my privilege to be present as a member of the War College staff on a day which was typical of the new order of things. The Atlantic Fleet was assembled in the harbor, and the splendid library of the new College building was filled with officers from the fleet, high and low; with officials from Washington, naval and military; with distinguished civilians from Newport; with army officers from the forts around

the bay; with ex-presidents of the College, and with the College staff and class, all standing in reverent silence, as a flag was swept aside from a magnificent oil portrait of Rear Admiral Stephen B. Luce, painted by one of our best artists through almost universal subscription; and the original, standing in our midst with Mahan and McCarty Little, said in a choking voice, and trembling with embarrassment:

‘Words would fail me if I tried to say more than that I thank you from the bottom of my heart.’ ”

I had reached this point when one of those conflicts arose which are the despair of every research worker. I feel confident that Captain Ellicott’s version is correct, inasmuch as he was on the staff at the time of the unveiling of the portrait; but in looking for something entirely different in a scrap-book of newspaper clippings kept by my mother, I found what purported to be an account of the unveiling, which says, “Owing to the illness of Admiral Luce, he was unable to be present.” In despair, I appealed to Mrs. Boutelle Noyes, Admiral Luce’s sole surviving daughter, only to find that she could remember nothing about the unveiling. It therefore seems to me that Captain Ellicott and the newspaper are describing two different occasions, one of which was the official unveiling, which was probably essentially as Captain Ellicott describes it; while the other occasion was the first showing of the portrait to the general public.

This, then, is all that I shall say about my grandfather’s professional attainments. Instead, I shall try to give you an intimate picture of him, as he seemed to a very devoted grandson, and shall first show what brought him to Newport.

The Luces came to Newport first in 1861, when the Naval Academy, with which he had been on duty, was moved from Annapolis on the outbreak of the Civil War. Mrs. Noyes, in a letter to me, reconstructs the move as follows:

“The families of the officers then attached to the Naval Academy were all sent on board the “Baltic” to make the trip to Newport. She was a side-wheeler, I believe. . . . the Porter family, the Rodgers (C. R. P.), Dr. Palmer’s family, and your grandmother and three children, the non-coms’ families also. The officers’ families were given quarters at the old Atlantic House, which stood on Touro Park, where

I believe the Elks have Countess Leary's house now."

The midshipmen were lodged in this same hotel, which was, from the contemporary photographs, a large structure, extending from the corner of Pelham Street, as Mrs. Noyes states, including the Elks' clubhouse, and reaching about to the site of the Channing Memorial Church. At this time my grandfather was a Lieutenant, of about thirty-four years of age,—married, with a son of about 5½, a daughter of nearly 4, and another infant daughter, now Mrs. Noyes. For a time he and his little family lived in the Atlantic House with the midshipmen, but after about a year, took a house on Cottage and Redwood Streets—the house now occupied by Captain Rufus Z. Johnston, U. S. N., retired—and spent a year or two there. Mrs. Noyes writes of this period as follows:

"When your grandfather was ordered permanently to sea duty, your grandmother rented the Redwood Cottage—much altered since—and it was there that one Sunday morning, while the elders were at church, something caught the ear of our little dog, whereupon the nurse tripped on the stairs, and all three children fell after her in a solid heap. This thunderous sound proved unnerving to the burglar, who fled, leaving all the silver done up in a tablecloth on the dining-room table! We must have lived there a couple of years."

Shortly after the outbreak of the Civil War, my grandfather was ordered to the U. S. S. WABASH, and took part in the battle of Port Royal, but after that battle, when he had been cited in despatches for gallantry and efficiency, he was promoted to Lieutenant Commander, and ordered back to the Naval Academy. It was probably at that time that the family lived on Redwood Street. The family, however, liked Newport, and wished to establish themselves there, and after the tenancy of the Redwood Cottage, took steps to purchase a home. The house they purchased still stands, on Mann Avenue, almost opposite the entrance of Mt. Vernon Street, but slightly above it, about three houses from the corner of Kay Street—a large square house, now painted yellow, with a hip roof and a cupola. In the Newport City Directory for 1865 it is numbered 30.

It was during this tour of duty at the Naval Academy

that the first edition of the famous book, "Seamanship" was written. With characteristic modesty my grandfather did not sign it in that edition, and it was only in later editions that his signature appears. In a letter written afterwards to a friend, he stated that it was done "while waiting for something to turn up." Mr. Micawber was a new character in literature in those days!

Mrs. Noyes writes as follows about the Mann Avenue house: "Your grandmother bought the house on Mann Avenue, and we lived there till the close of the war, when we returned to Annapolis, your grandfather as Commandant of Midshipmen. The house was sold to Mr. and Mrs. Stuyvesant LeRoy, and they lived there many years, in fact I think Mr. LeRoy died there....I am sorry that I can give no dates about the Redwood Cottage and Mann Avenue, but it was possibly two years in one and one in the other, for we were only in Newport for the duration of the war. It was while we were in the Mann Avenue house that we were playing outside and a man on the street, possibly a postman, said President Lincoln had been shot! We ran in with the news (I aged five) and I can remember so well, your grandmother standing in the dining-room hearing us, and silently sinking into the nearest chair.—All Newport was hung in great bands of black, and universal mourning everywhere. The sight of all the flags covered with crepe and black made a great impression....It was while we were in Newport that your father and your aunts went to Miss Rebecca Hunter's school—a memory only to old Newporters. Miss Rebecca was a great character in those days."

During this stay in Newport the love for it grew in the hearts of this young officer, his wife, and his small children. Early came the close association with Trinity Church, that was resumed on their return to Newport, and that has never ceased. The Admiral was never, so Mrs. Noyes tells me, a vestryman of the church; but his love for this historic building, and his profound religious nature, made him a regular and devout communicant. It could not have been long after his first arrival here, that his youngest daughter, Charlotte, was baptized in the Church.

After the war follows a long period of absence. Luce,

as has been said above, became Commandant of Midshipmen at the Naval Academy, now restored to Annapolis, under Admiral Porter as Superintendent. While there he was commissioned Commander. It was while at Annapolis that the famous and oft-told joke, "If Stephen B. Luce, how can Stephen be tight?" belongs. Several recent writers, among others Captain Ellicott and our own beloved Maud Howe Elliott, have put this remark into the Admiral's own mouth—not an unnatural thing to do, as the Admiral's gift of instantaneous wit was so well established; but as my father told it to me, and as confirmed recently by Mrs. Noyes, it originated at a midshipmen's minstrel show. Bones says to Tambo, "Say, why is it dat de Commandant of Midshipmen cain't git drunk?" "I dunno, Mr. Bones, how come?" "Well, if," etc. Now, I am not saying that my grandfather did not make that remark himself, but it was always in quotation-marks, as you may say; and Mrs. Noyes doubts the authenticity of the tale related by Captain Ellicott, and quoted by Mrs. Elliott, in which the words are put into Admiral Luce's mouth; if I did not know the real source of the quip, I should have said "*Se non è vero, è molto ben trovato*" except that the well-known abstemiousness and temperance of Admiral Luce would have suggested that the story was, after all, apocryphal.

From Annapolis, Commander Luce took command of the JUNIATA, a steam-frigate of Civil War days, and went on the European station. As the captains of ships were allowed in those days to take their families on board with them, he arranged for his wife and children to go with him, that the latter might acquire the advantages of a foreign education. His son, in particular, obtained a most thorough and perfect knowledge of French, which he never allowed to fade. My father's French was the most beautiful I have ever heard outside of France, and indeed was purer and better than that of many Frenchmen. On the return of the family to the United States, Luce, now a Captain, was ordered to the Navy Yard in Boston as Captain of the Yard. During that period my father completed the course at the Charlestown High School, and as he was cut off from a naval career by an accident to his leg in childhood, and as there was not enough money for a college education, he went on

graduation into the Boston banking house of Messrs. Kidder, Peabody & Co., in their foreign department, where his knowledge of French was of the greatest help to him.

It is not, therefore, until 1881 that we find the family in Newport again. By that time the son was settled in Boston in business; the youngest daughter, Charlotte, was married to Boutelle Noyes, and the mother of a little boy, Robert Boutelle Noyes; and so a large house was required, as the elder daughter was engaged, and the younger daughter's husband was, like her father, a naval officer, and was at sea, so that she and her baby were at home with her parents. The Lawrence house on Mill Street was rented for one year in that year—the house recently sold by Mrs. Lawrence T. Paul to Mr. George Henry Warren, Jr. In this house Mrs. Noyes gave birth to her second child, also a son, who was named Stephen Henley; and from this house, Caroline, the oldest daughter, was married to Howard Walter, a Boston banker, the ceremony being performed at Trinity Church. From this time on, we find the family headquarters at Newport. Lieutenant Noyes and his wife loved the place, and determined to build a house there; and my grandfather's duty in connection with the Training Service and the War College, kept him constantly in the city. So in 1882 the family rented a house on Kay Street, next to that of Miss Maud Stevens on the Bull Street side,—the house occupied for years by the late Mr. Richard C. Derby. "In that spring," writes Mrs. Noyes, "the Francis Street house was started—and we moved in in December, 1883." By that time Admiral Luce had reached the rank of Commodore, and as such is listed in Francis Street for the first time in the City Directory for 1884. I presume that the family remained in the house on Kay Street until Francis Street was finished. It was during that time that Mrs. Noyes heard of the tragic death of her husband in the harbor of Yokohama from a falling spar; and this house on Francis Street, which she and her husband had built, became from thenceforth the family home for all the Luces. In it the Admiral died in 1917 and Mrs. Luce in 1921; and after their deaths, Mrs. Noyes sold it to Judge Hugh Baker, a classmate at Harvard of her son Stephen, who lives there today.

Admiral Luce retired for age under the law in 1889, and

came to Newport to live. His only long period of absence was in 1892, when he was sent to Madrid as Commissioner-General of the United States to the Spanish Exposition commemorating the Discovery of America. He was absent from America at that time for about two years, and took his wife and daughters with him, Mrs. Walter having lost her husband in 1891, and being at home with her parents. The Luces returned to Newport about 1894, and, barring occasional trips to Europe or the West Indies (the Admiral's son having gone into business in Puerto Rico after the War with Spain) remained in Newport in Francis Street year in and year out, till about 1909 or 1910, when Mrs. Noyes, having purchased a house at Woodstock, Vermont, they spent their summers there. In the Spanish War, the Admiral served on a Board of Awards, and in 1900, although retired eleven years, he was ordered on active duty at the War College, being detached in 1910, at the age of 83.

In 1908 Caroline married for her second husband her cousin, Montgomery Meigs Macomb, then a Colonel in the Army. He retired as a Brigadier General in 1916, served in the World War at Fort Sill, Okla., in 1918, and died in 1924. The ceremony was performed in the Francis Street house by the Rev. Stanley C. Hughes, then beginning his long and beneficent career as the beloved rector of Trinity Church. Other noteworthy occasions to take place in the house were the golden wedding reception, in December, 1904; the Admiral's eightieth birthday, in March, 1907, when another reception was held; and his ninetieth birthday, in 1917, just ten days before we entered the World War. Admiral Sims, then President of the War College, appeared among others to offer congratulations, and then suddenly disappeared from sight, to reappear in London as head of our naval forces in Europe! On that day, too, the apprentices from the Training Station passed in review before the house, and my grandfather took the review from his piazza, erect as any of the boys in the street below. Nor can I bear to omit the annual celebration at Christmas, always the big event of the year in the family, to which children and the grandchildren came from their homes if it were humanly possible, and at which the grandchildren were showered

with presents, and stuffed with turkey, Virginia ham, mince pie, plum pudding and ice cream.

So much, then for the houses connected with the Luces in Newport. Now for a portrait of the Admiral as far as my very humble pen can give it.

I think the first thing that struck a child and growing boy and young man about him was his kindness. He was devoted to children, and loved to enter into their amusements. Our Savior's precept, "Suffer little children to come unto me" was never far from his thoughts, I am sure. Easily accessible, and in no sense Olympian or aloof, one nevertheless knew that when he told you to do a thing, it had to be done, done at once, and done the best way you knew how. If it was done well, and he approved, his remark, "You have done no more than we expected of you" was more prized and remembered than the most fulsome praises could have been. A kindness, then, that was never weak, but tempered with firmness and justice.

Kindliness in his case was the child of good humor and playful wit wedded to faith and trust. I have spoken of his deeply religious nature. Prayer, and surrender of self to God, and faith in the workings of the Almighty, Who doeth all things well, were as natural to him as breathing. He was a diligent reader and student of the Bible, and once told me that to be an educated man, he considered a knowledge of Shakespeare and the Bible essential, and of the greatest importance, and certainly the plays of Shakespeare were at his finger-tips, and the precepts of the New Testament a part of his daily life. I doubt if he could have withstood the opposition, ridicule, and discouragement of his later professional life, when the War College was being "tried in the fire" without the strength his faith gave him, the ability to "forgive his persecutors and slanderers" in advance, and ultimately to "turn their hearts." As it was, he took his bad treatment with a smile, and pinned his faith on his Heavenly Father. Someone has written of him that he had the "simple, trusting faith of a child" and I believe that to be the truth. And that was why children loved him instinctively.

Before I give examples of his humor, I might say that it often took the form of profound enjoyment of many of the simpler pleasures of life. Music, for instance, was one of his

real passions,—he had a sweet, high tenor voice, which he preserved almost till the end of his life, and I remember singing around the piano at home when he would take the tenor part and compel the rest of us to bring out the air all the more. He had edited, and collected with much research, a book of Naval Songs, and the old sea-songs, "Nancy Lee", "Larboard Watch" (to me to this day one of the most moving songs ever written) "Trancadillo", and "I'm Afloat and the Rover is Free" were among his favorites. In the last years of his life he took great pleasure in a Victrola, and loved the Italian opera music of Verdi and Puccini.

He was fond of the theatre, too, and sometimes, when I was in College, he would give me a five-dollar bill "to go to the theatre with." Once it was to hear Sarah Bernhardt on one of her many "farewell" tours, in *Phédre*, that I might appreciate the great French tradition; but usually it was when Mansfield, or Sothorn and Marlowe, were giving revivals of his beloved Shakespeare.

Most temperate and abstemious in his habits, he enjoyed an occasional glass of wine, but I rarely saw him smoke, although he kept cigars in the house, and offered them to his friends and family. I shall never forget one time, when I was home on a vacation from Harvard. The midshipmen's training squadron put in to Newport, and a couple of friends of mine at the Naval Academy came to call at the house. After a few moments, my grandfather rose, and, with a mischievous twinkle in his eye, said, "Stephen, I believe these young gentlemen aren't supposed to smoke. I have *hidden* the cigars in the top drawer of the desk! I am now going for a walk, and shan't be back till dinner-time." I am afraid he found fewer cigars when he returned; but that was what he intended, for that "hiding-place" was where the cigars always lived.

He was fond of cards, but never played for money. Gambling was utterly offensive to him, and he brought his family up to abhor and abominate it. Furthermore, cards were locked up on Sundays, but one never felt their absence. On week-day evenings a rubber of whist or bridge, or, if there were enough present, a round game of euchre was intensely enjoyed. He played all card games well, carefully

and cautiously, and I think derived real pleasure from them.

The beauty of this home life was a joy to behold and share. For sixty-two years he and his wife were together with never a cross word or a reproach. They lived to see their three children all widowed, and threw open their home and loving care for them in their sorrow. They saw their three grandsons reach man's estate, and make a good start in their chosen professions, cheering them on their way with sympathy and counsel. And I like to feel that it was with us of the younger generation that the Admiral particularly expanded.

A good officer is a good neighbor. Brought up in the love of his country and its flag, when he retires from active service and settles down, he seeks to do his duty as a citizen. So it was with my grandfather. When he was nearing the age of four score years, the charter under which we are governed in Newport went into effect, and Admiral Luce accepted election to the Representative Council. Rain or shine when the council met, he went, braving the elements at times that would have kept younger men at home, but they knew that Admiral Luce would be there, and were ashamed not to be present. One night when I was at home on a visit, after his eightieth year, I saw him get into his overcoat and hat after dinner, and asked him where he was going. "Councilman Luce," he replied, "is attending to his civic duties tonight!" Then, drawing himself up, he recited;

"Thrice did they offer him a Kingly Crown,

Which he did thrice refuse. Was this ambition?"

It was his way of telling me that he had several times been asked to run for Mayor, which he had very properly declined, on account of his advancing years. I believe, however, that the knowledge that this gave him of how beloved and revered he was by his fellow-citizens made this invitation in his eyes one of the greatest satisfactions of his life, so that in very deed it was to him a "kingly crown." And this love and respect which he inspired came from old and young, rich and poor, commissioned officers and enlisted men alike. I remember, years after his death, I was riding on the Knickerbocker Limited from New York to Boston, having just returned from Europe. A telegram was sent to

my train at New Haven, and the elderly Pullman porter came through the car calling my name. I tried to stop him to no avail, so finally I pursued him and identified myself. "Lawd bless you, Sah," said he, "I was looking fo' de Admiral! Kase he is Stephen B. Luce, too!" When I told him the Admiral was dead, he wept. He had been his mess attendant, "an' he was de' fines' man, and de mos' *quality*, in de Navy!" And when I got off at Back Bay, he refused my tip. I was the Admiral's grandson.

I could go on and enumerate more stories of the devotion my grandfather inspired among those who served with him and under him. I think some of it was due, not merely to the kindness and tenderness of heart which I have mentioned, but to the spirit of youth that he maintained to the end of his life, and which manifested itself in so many different ways. He had a boy's love of sweets. Ice cream was always a great treat to him, and he would take two helpings when he could get them, and would love to see his grandchildren served with heaping portions. He also was fond of candy, and encouraged us to help ourselves when it was in the house. My grandmother used to feel alarmed lest he might upset his digestion by taking too much—but he always seemed to survive.

A few stories of his wit—playful yet gentle—never malicious—will illustrate his charm. One of the nicest is told by Professor Alden in his essay on Admiral Luce in that excellent book, "Makers of Naval Tradition," published in 1925 in collaboration with Admiral Ralph Earle. It goes as follows:

"When Luce was a captain—there was great freedom or carelessness throughout the service in the matter of uniform, and thus it happened that Luce, who had been off on a jaunt in the country, and was in somewhat non-regulation dress, overtook one of his young ensigns who was out of uniform. Luce intended at least to get the advantage of initiative and at once remarked, 'Young man, you're out of uniform.'

"The ensign, seeing that the captain had a twinkle in his eye, attempted to give him as good as he had received:

'I beg your pardon, captain. I thought I had on the same uniform as you, sir.'

"Ah, but there's a difference between us," was the rejoinder, 'I have the captain's permission!'"

One of the favorite stories in the family relates a time when he and Mrs. Luce were calling on a lady of the summer colony here in Newport. It was after he had retired, and was living here. The lady asked him some question, of itself irrelevant, to which he answered, "Oh, that will be when my ships come in." Now this lady had apparently never heard that expression, so she said, "Really, Admiral—and where are your ships?" Quick as a flash, he replied, "Oh, cruising off the coast of Spain, where I have a few castles!" And, if you will believe it, that lady went around town saying what a remarkable man Admiral Luce was,—that he had large properties in Spain, and big shipping interests! He *was* remarkable—but not for those reasons!

On another occasion, he was calling on another lady here in town. On the front lawn, he noticed a very pretty female dog, gnawing at a bone. He was always fond of dogs, and admired this one, so his friend said, "Admiral, we have just got this dog, and she has no name yet—can you suggest one?" "Yes," said my grandfather, "a Spanish name!" "Oh, how romantic!" said the lady, "a Spanish name for my little dog—and what is it?" "Bonita," was the reply, as pretty and instantaneous a pun as I've ever heard.

Finally there are two stories in which I had a part, and the truth of which I can, therefore, personally attest. When I was a little boy in Boston, Peary came there after one of his Polar expeditions, and gave a lecture in the old Music Hall. My grandfather knew Peary well, came up from Newport to attend the lecture, and very kindly took my mother and me, thinking that the lantern slides, and the real Eskimo dogs, which were to appear on the platform, would excite me,—as, indeed, they did. It was the first lecture I ever heard. The hall was packed with people—but the lecturer was delayed, and for about fifteen minutes after he was supposed to begin, he failed to present himself. Finally, looking at his watch, my grandfather turned to my mother and said,

"Oh, deary, oh, deary,
Why don't he apPeary?"

My mother, of course, burst into laughter, and soon all the audience around us had heard the joke, and were laughing, too.

But the story of him that I love best was when he was eighty years old, in 1907. I was at home from Harvard the early part of the summer, before taking a tutoring job. My aunt, Mrs. Noyes, was consulting the Stock Market quotations one day, and said she believed in a certain security, and thought she would buy a few shares, having money to invest. "What is the par value of the stock?" I asked. She answered, "100." Just then my grandfather entered the room, and heard my question, and her reply. Instantly he said, "Well, Stephen, if par is 100, you'd better get it at Grandpa-Grandpa's only 80!"

Several years after this happened, I was obliged for professional reasons to go to Europe for a visit that ultimately lasted for nearly two years. When I bade my grandparents good-bye, I had the choking sensation that comes when you feel that you are looking on beloved faces for the last time. My grandparents, I am sure, felt the same way, for we knew that I was to be abroad for at least a year, and much can happen in that time. (Much did, I may say in parenthesis; the World War broke out while I was abroad, and I did not return until it had been on for nearly a year.) I left the house on Francis Street a day or two before sailing. My grandfather came out to the gate with me, saw me get into my conveyance with my luggage, cracked some last joke with the usual smile and twinkle in the eye, and waved his hand until the carriage turned down Ayrault Street. He had set me an example of cheery courage and fortitude which I have never forgotten. And we had our reward,—for when I returned from Europe, two years later, they came up to Boston, on their way to Mrs. Noyes's summer home in Vermont, and I saw them hardly changed at all, except that the previous December they had quietly celebrated their sixtieth wedding anniversary, with a few old friends coming in in the snow which was falling on that day, and had set out together with courage for the years that remained.

Many persons dread the approach of old age.—they strive to keep young, at any cost. Not so with my grandfather and grandmother. They both wore their old age like a

beautiful garment, accepted it with grace and dignity, and in consequence they never seemed old. When a lady of 93 can spend her birthday in her garden transplanting her flowers, and a gentleman in his 80's can brave all weathers to "attend to his civic duties" or to lecture at the War College, or to go to Church on Sundays, they cannot show their age. In some mysterious way they have drunk of the Fountain of Youth, and make younger people ashamed of their dread and fears. And the influence which they leave with those who knew and loved them, will cease only with death.

STEPHEN B. LUCE.

NOTE. I wish to acknowledge the kindness of The U. S. Naval Institute for graciously permitting me to copy from the articles by Captain J. M. Ellicott and Professor C. S. Alden, which appeared in the *Proceedings of the Naval Institute*, vol. L, 1924. To Captain Ellicott and to Professor Alden, also, my warmest thanks are due. Professor Alden's article, "Stephen Bleeker Luce" was later reprinted in Alden and Earle's "Makers of Naval Tradition." Captain Ellicott's article, "Three Naval Cranks, and What They Turned" gave me much information of value. Both of these gentlemen have written me letters marked by extreme courtesy and kindness. The article by Mrs. Maud Howe Elliott to which reference is made, is called "The Navy in Newport" and appeared in the *Naval Institute Proceedings* for 1933.

Dear Mr. Meyer:-

Capt. M. C. Perry was on duty in Paris in 1839 to report on the value of steam for naval vessels. On his return he wrote the letter, from New York, which I am leaving a copy of with you, to Mr. Bail, who was attached to our Legation. Gen. Cass was the American Ambassador at the time. Thinking that the letter would be of interest to the Japanese I sent it to the Japanese Ambassador Yoshizawa and I am leaving my letter to him, which is explanatory. Another letter, from Sing Sing, up the Hudson, where Com. M. C. Perry had a place The Moorings, dated 1841, I also leave with you as it may be of interest.

The 1839 letter, as you will notice from the Ambassador's letter Nov. 20, 1931, was much appreciated in Tokio.

I also leave the copy of the letter from the President of the Imperial Household Museum. It may be that this short correspondence would be appropriate for the Bulletin, you, of course, are the judge of its value in that respect.

Believe me

Very sincerely yours,

(signed) PERRY BELMONT

New York, June 15, 1839

My Dear Sir,

I duly received your kind letter of the 12th April and about the same time one from General Cass communicating his determination not to comply with the request of Mr. Pleasonton in reference to the payments for the lenses manufactured by Mr. Lepaute General C was undoubtedly right in declining a responsibility that might at some future time involve him in trouble. I have written to him, and have had a warm correspondence with Mr. P. who at last has made arrangements for paying the money. By some private conveyance I will send you copies of this correspondence.

The truth is as I now begin to believe Mr. Pleasonton has purposely thrown these difficulties in the way. He always strenuously opposed any innovations upon the existing Light House system of our country shamefully defective as it is but in obedience to a law of Congress was obliged to give the required estimations for the European apparatus and now he will persevere in thwarting the advocates of improvement by continuing to enterpose delays and objections until the appropriations are exhausted. I could easily counteract these contemplated machinations if I had the leisure, but my time is constantly occupied in some new duties which the government has assigned to me. The Command of The Steam Frigate Fulton as a school and practice Ship. and the direction of an extensive course of experiments in modern Gunnerv.

Your diploma and that of Mr. Fresnel is ready to be forwarded, and will be sent by Capt Stoddard, who will also

be requested to take charge of a Box containing samples of the woods of this Country intended for the marine Department at Paris, and a book on the Steam Vessels of the United States from Capt. Fl

Please present me respectfully to Mrs. Vail and believe me to be

Very Faithfully

Yours

M. C. PERRY

Can you send me the last annual Report of the Marine Department of France.

Eugene A. Vail
care of Messrs. Hottinger & Co.
Bankers, Paris

Eugene A. Vail, Esq.
15 rue deBoileau
à Auteil banlieu

New York 15 June 1839
Capt Perry.

GIFTS TO MUSEUM

Photograph of Steamer Mount Hope

Gift of William K. Covell

2 doll's chairs, made for Matilda Allen (Mrs.

John O. Peckham), by her great grand-
father, Thomas Goddard

Gift of Miss Edwina Eberly

Photographic view of Newport. Gift of Miss Anna Hunter

Marble clock and dog. Made by Hon. James B. Cottrell

Gift of Estate of William A. Cottrell

Silver pitcher taken from Steamer Bristol after the fire

Gift of Estate of Joseph B. Child

Piece of wood from the U. S. S. Niagara

Gift of Capt. Dudley W. Knox

GIFTS TO LIBRARY

Our Ancestral Animals, by Louise H. Guyol.

Gift of Louise H. Guyol

Decimal

Gift of Mrs. Ada B. Stevens

Gardner Genealogy, by Frank A. Gardner.

Gift of People's Library

Lyman family in Hawaii, by Miss Ellen G. Lyman.

Gift of Miss Ellen G. Lyman

Gibbs family of Rhode Island, by George Gibbs

Gift of George Gibbs

The Trading Post of Roger Williams

Gift of R. I. Society of Colonial Wars

Thirty Lashes at the Whipping Post, by Wilbur Nelson

Gift of Rev. Wilbur Nelson

Settlement of Hingham, Mass., by Louise C. Cornish

Gift of William K. Covell

Smith and Blanchard Families Gift of William C. Endicott

Descendants of John Drake of Windsor, Conn.

Gift of Frank B. Gay

Some Indian Events of New England, by Allan Forbes

Gift of State Street Trust Company

Newport—a resort for unfashionables, too, by Henry M.
Moore

Historic Houses of Old Newport, by Elizabeth Covell
Campaign on Rhode Island
35 Rhode Island Republicans
Gifts of Roderick Terry, Jr., from estate of
Rev. Roderick Terry

BOOK FUND

Fireside Tales told 'longside the stove at Sanderson's, by
Joseph C. Allen
The old Rehoboth cemetery at East Providence, R. I.
The Magazine Antiques
The New England Quarterly
The Gentleman, by George H. Calvert
Descendants of Joseph Bartlett of Newton, Mass., by Aldis
E. Hibner
Julia Ward Howe, 1819-1910, by Laura E. Richards and
Maud Howe Elliott
Whaleships of New Bedford, by Clifford W. Ashley
Pianos and their Makers, by Alfred Dolge
The Great Powwow; the Story of the Nashaway Valley in
King Philip's War, by Clara Endicott Sears
Antique Watches and how to establish their age, by Henry
G. Abbott

EXCHANGE

Old-Time New England; Bulletin of The Society for the
Preservation of New England Antiquities
The Mainstay From The Seamen's Church Institute
The Electric Spark From Dr. Bates Sanatorium
Redwood Library Booklist From the Redwood Library
Connecticut's Naval Office at New London during the War
of the American Revolution; including the Mercantile
letter book of Nathaniel Shaw, Jr., by Ernest E.
Rogers
From the New London County Historical Society
The New England Historical and Genealogical Register
From the New England Historic Genealogical Society
Rhode Island Historical Society Collections
From the Rhode Island Historical Society
Old Dartmouth Historical Sketches
From the Old Dartmouth Historical Society

BY-LAWS OF THE SOCIETY

Section 1. The name of this Society is the "Newport Historical Society."

OBJECT

Sec. 2. The object of this Society is to discover, procure and preserve whatever may relate to general history, especially to civil, literary and ecclesiastical history of the United States, the State of Rhode Island, more particularly of the City and County of Newport.

MEMBERSHIP

Sec. 3. The Society shall consist of annual, life, sustaining, associate and honorary members. Annual, sustaining, associate and life members may be elected at any meeting of the Society or Directors. Honorary members can be elected only by the Society. Any individual on payment at one time of fifty dollars, may be elected a life member, and shall thereafter be exempt from all assessments or annual tax. Such other persons as may have rendered service may be elected life members, and be exempt from all assessments or tax.

OFFICERS

Sec. 4. The officers of the Society shall be elected at the annual meeting (or at an adjournment thereof), and shall hold their respective offices for one year, or until their successors are chosen, and shall be

A President, a First Vice President, a Second Vice President, a Third Vice President, a Treasurer, a Recording Secretary, a Librarian, a Corresponding Secretary, a Curator of Coins and Medals, and Board of Directors, consisting of the above officers and twelve others who shall be elected at the annual meeting, four for three years, four for two years, and four shall be elected each year thereafter.

Sec. 5. The annual meeting of the Society shall be held on the last Tuesday in May in each year, at which meeting a report shall be presented by the President in behalf of the Board of Directors, of all business which they have transacted during the preceding year, and additional reports in full shall be presented by the Treasurer, Librarian, and Curator of Coins and Medals. The Society shall hold regular meetings on the third

Monday in August, November, and February, for literary exercises, the election of new members, and such other business as may be brought before it. Special meetings may be called at any time when deemed necessary by the President, or at the request of three members of the Society.

BOARD OF DIRECTORS

Sec. 6. The government of the Society shall be vested in the Board of Directors who, shall have custody of all buildings, funds, securities, and collections belonging to the Society; shall fix salaries and have the general control and regulation of the affairs of the Society in the intervals between the annual meetings. They may elect annual and life members, (but not Honorary). They shall provide for regular literary and other exercises; and make the necessary arrangements for promoting the objects of the Society. They shall authorize the disbursements and expenditures of money in the Treasury, and make such investments as may be ordered by these By-laws and by the Society. They shall hold regular meetings at least once in two months. Special meetings may be called when deemed necessary by the President. They shall organize as soon af-

ter the annual meeting of the Society as possible and appoint the following committees: a Committee on Finance, a Committee on the Library and Museum; a Committee on Buildings and Grounds; a Committee on Literary Exercises; a Committee on Publications; a Nominating Committee; a Committee on Increase of Membership; an Auditing Committee.

The President of the Society shall act as Chairman of the Board, and the Recording Secretary of the Society shall act as Clerk. They may make such rules and regulations for their own government and for the Society's Library and Museum as may be necessary, not inconsistent with these By-laws. Five members of the Board shall constitute a quorum for business.

Sec. 7. At the annual meeting the Society shall assess a tax upon each sustaining member of ten dollars, upon each annual member of two dollars, and upon each associate member of one dollar, which latter class shall be entitled to all the privileges of the Society except that of voting.

PERMANENT FUND

Sec. 8. All money received on account of life members shall be invested and placed

to the credit of the Permanent Fund. Other sums may, from time to time, be added to this fund, the interest only of which can be used for the general purposes of the Society.

QUORUM

Sec. 9. At all meetings of the Society five members shall constitute a quorum for the transaction of business.

PRESIDENT

Sec. 10. The President, or in his absence, one of the Vice-Presidents (or in their absence a chairman pro tempore) shall preside at all meetings of the Society, and shall have a casting vote. He shall preserve order, subject to an appeal, and at the annual meeting shall present a brief address relative to any of the subjects of the Society or suggestions for its welfare.

TREASURER

Sec. 11. The Treasurer shall receive the annual tax and other income of the Society. He shall be the custodian of all its funds and securities, and shall pay all bills against the Society when properly approved. He shall keep a true account of his receipts and payments, and present a report, in conjunction with the finance committee, at each meeting of the Di-

rectors and at the annual meeting of the Society shall present a detailed report for the year in writing.

RECORDING SECRETARY

Sec. 12. The Recording Secretary shall have charge of the seal, charter, by-laws, and records of the Society and act as Secretary to the Board of Directors, and shall keep a fair and accurate record of the proceedings of all meetings. He shall, under the direction of the President, give notice of the time of all meetings of the Society and Board of Directors, and shall prepare a list of such business as is brought to his attention before each meeting of the Directors.

CORRESPONDING SECRETARY

Sec. 13. The Corresponding Secretary shall promptly fill out and send to all members elected notices of their election, and shall conduct for the Society such correspondence as may be required of him by the President, Recording Secretary or Librarian.

LIBRARIAN

Sec. 14. The Librarian shall have the charge and superintendence of the Library and the collections of the Society, and the care and arrangement of the books, manuscripts, and

other articles belonging to the Society. He shall expend in the purchase of books and other articles and for their safekeeping and preservation at the direction of the Library Committee such sums of money as shall from time to time, be appropriated for that purpose. He shall present a report at each meeting of the Board of Directors and at the annual meeting a general report to the Society.

Sec. 15. It shall be the duty of each committee to report through its chairman at each meeting of the Board of Direc-

tors. The Treasurer shall be, ex officio, a member of the Finance Committee, the Librarian of the Library Committee, and the President of the Committee on Literary Exercises.

ALTERATION OF THESE BY-LAWS

Sec. 16. No alterations in these by-laws shall be made unless such changes shall have been proposed in writing at a previous meeting.

Sec. 17. These by-laws shall take effect immediately, and all former by-laws are hereby repealed.

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MILITARY EVENTS ON RHODE ISLAND

FROM

The Diary of a British Officer



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A PAPER READ BY
MRS. W. W. COVELL
NOVEMBER 19, 1934

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MILITARY EVENTS ON RHODE ISLAND

From the Diary of a British Officer

Read Before the Society, November 19, 1934

In November, 1932, the Newport Historical Society printed as its BULLETIN a section of the Diary of Frederick MacKenzie. This section contained the portions relating to the maritime news of Narragansett Bay, Rhode Island, as recorded by a British officer. Special permission was given the Newport Historical Society by the Harvard University Press, and the President and Fellows of Harvard University to reprint the sections especially pertaining to Newport as an entity for reference use. The title of the BULLETIN was "Newport Harbor and Narragansett Bay During the American Revolution." This title necessarily eliminated much Newport Revolutionary data of great value. It is to make a compilation of this further material that Mrs. William W. Covell (Elizabeth Covell) has been granted permission to have printed for historic use a supplementary BULLETIN as a continuation of the one she prepared in 1932. For this permission the Newport Historical Society wishes to thank the Harvard University Press and the President and Fellows of Harvard University: Mrs. Covell especially wishes to thank Mr. Pottinger of the Harvard Press for his courteous and interested consent that the above named Diary be again used. Through it we may see "the old Island town," as it looked in 1776 to a British officer, and observe with him the progress of those events which we now call "The American Revolution."

The Diary opens January 5th, (1775), four months before the Battle of Lexington, and was started by Lieut. Mackenzie at Boston, where the British Army was then in occupancy. Short day by day entries occur through January, February, March, and April, and contain a full description of the Battles of Lexington and Concord, April 19. Two of the names we notice at once are those of Lord Percy, and of Lieutenant

Colonel Smith, both of whom were later sent with the Army to Newport. This short section centering at Boston ends with the date of April 29, 1775. The section of the Diary dealing with the Battle of Bunker Hill and the Evacuation of Boston by the British is missing. The Diary takes up the narrative after the British fleet had proceeded to New York, and the opening date of this section is Sept. 4 of the following year, 1776. In the intervening year the Declaration of Independence had been signed. Lord Howe, appointed by the British to confer with the Americans, seems to have hoped that his fleet and troops would be able to wear out the few and poorly equipped and trained "Rebels," and yet not antagonize them to such a degree that a future reconciliation would be impossible. The conduct of Lord Howe and his brother, Gen. Sir Wm. Howe, during their years of command is indeed difficult to understand or to explain. [See this Diary, also John Hyde Preston's recent "Revolution—1776."] The Chapter headings—'Long Island' and 'New York Island'—and the dates running from Sept. 4, 1776, through October and November and into the first week of December, are very interesting and valuable; but our immediate concern is with the British occupation of Newport. The section of the Diary headed "Rhode Island Harbour" is quoted in the BULLETIN of November, 1932, stating that the British fleet entered Narragansett Bay Dec. 7, 1776, and landed the following day. From this point this BULLETIN will quote directly from the Diary.

Vol. 1, p. 122:

Dec. 8.—The first Embarkation landed this morning at Weaver's Cove, under the command of General Prescott; * * all of the Corps [of the first, second and third divisions] landed in succession at same place. (See previous BULLETIN) * * Dec. 9, p. 124. The Rebels abandoned a well situated fort at the n. end of the Island yesterday, without attempting to defend it.

Dec. 10, p. 125.—The Hessian Regiment of Du Corps marched into Newport, where they are to be quartered. Three Battalions of British and 5 of Hessians remain en-

camped on the height above which the Army landed. The Rebels have a Fort on their side of Howland's Ferry * * * * They have a Fort and Battery also on their side of Bristol Ferry.

Dec. 18, p. 128.—A man came in this day from Howland's Ferry: He says the Rebels have about 2000 men, on that side. * *

There are a great number of islands within the Bay in which this Island is situated: The Bay is called Narragansett Bay, and is included within Point Judith to the westward, and Seakonnet point to the east. Rhode Island and Conanicut are the largest and inhabited: [the others are] Prudence, Dutch Island, Fox Island, Goat Island, Rose Island, Gold Island, Dyers Island, Hope Island, Despair Island, Patience, Hog, and Little Islands. Hardly any of the smaller islands are inhabited, but they are all cultivated.

Dec. 23, p. 130.—Hard frost. The snow continues to lie on the ground. Dec. 27. Hard frost last night and this day. The Rebels have been tolerably quiet for some days past, and have not molested our advanced posts. Dec. 30, p. 132.—The Redoubt constructed by the Rebels above Bristol Ferry and abandoned by them, is ordered to be repaired, and a guard house to be erected therein (for our troops).

[As stated in the previous BULLETIN, there is a gap in the Diary from Dec. '76 to June, 1777.]

June 8, 1777, p. 137.—We are very anxious at this time to have some accounts from New York, from whence we have not heard for nearly a month. We are entirely [ignorant] of the operations of the Army under Genl. Howe. Neither do we hear a syllable relative to the movements or operations of General Carleton's Army. * * By what we can learn from the Rebels * * I fear he will meet with many difficulties. * Every post will be fortified, and every obstacle thrown in his way. [It was Burgoyne, not Carleton (who was kept in Canada), who advanced through New York confronted indeed by "forts" and "obstacles", which finally forced his surrender.]

June 15, p. 140.—Two men (who have come ashore from a sloop), say that the Rebels will hardly suffer any person to remain in the country who will not enlist. * * p. 141, June 17.—Fine weather. Wind W. * The 22nd Regiment marched this morning from the Encampment on Windmill Hill, and encamped on Quaker Hill. By this change the communication along the east side of the Island is better kept up. * * p. 143, June 20.—The Drafts and Recruits lately arrived for the British and Hessian Regiments, disembarked this morning. * * June 28, p. 144.—The Rebels have erected a Flag staff in their new work above Howland's Ferry, and hoisted the Rebels' colors on it.

July 3, p. 145.—Very fine weather. Wind N. E. The flag of truce sloop went back this morning. The people on board her say that there has been a skirmish in Jersey. * * July 4. This being the first anniversary of the declaration of the Independency of the Rebel Colonies, they ushered in the morning at Providence by firing 13 cannon (one for each Colony we suppose). At one [o'clock] 13 guns were fired from their fort at Howland's Ferry. * * July 5. A very warm day. The heat has been greater than we have had hitherto. Wind S. * * July 6, p. 146.—A soldier of the 43rd Regt. shot himself last night. * * I cannot help observing here that a soldier of the 22nd Regiment shot himself, and that another soldier of the 43rd cut himself with a razor across the wrists; several soldiers also have deserted, some of them men of good characters who were not suspected of such an act. I am inclined to believe that many of these things proceed from our having remained so long in a state of inactivity. * * We attempt nothing against the enemy. * *

July 11, 1777, p. 148.—Last night a party of Rebels landed behind Genl. Smith's late quarters at Redwoods from whence they advanced very silently to General Prescott's quarters at Mr. Overing's on the W. Road, surrounded the house, and in about 7 minutes quitted the house, taking the General, Lieut. Barrington, and the sentry with them, returned to their boats, and immediately went off. * * One Barton, a hatter of Providence, appeared to have command. * * General Prescott * * had fixed his quarter at Mr. Over-

ing's, from which he returned to town in the (each) morning. Although it had been suggested to him that an attempt of this nature was practicable, it had not sufficient weight with him to induce him to move, or to take any further precautions. The Rebels certainly ran a great risk in making this attempt. They however executed it in a masterly manner. * * p. 153.—The Rebels told Captain Barry that they attempted the enterprise, entirely with a view to have a person in their hands as an equivalent for General Lee. * * July 17, p. 155.—A vessel arrived from New York this afternoon. She brings an account that General Pigot is coming here to take the command, * * Sir Peter Parker is to go to Jamaica. * * July 22, p. 157.—Lieut. Genl. Sir Henry Clinton who arrived at New York from England, is appointed to remain at New York, and to have the command of all the troops in the following posts, viz.: New York Island, Paulus Hook, Kingsbridge, Long Island, Staten Island, and Rhode Island;—which in fact are all the places we possess in these Colonies, from Georgia to New Hampshire, inclusive. [This was before the British took Philadelphia.].

* * Aug. 7, p. 164.—A Mr. Logan, who was lately Comptroller of the Customs in the Province of New Jersey, came over this day from Howland's Ferry, with his family and baggage, having obtained permission from the Rebels to come to this Island. * * Aug. 9. Two Quaker preachers, who have travelled through many parts of America this summer, and have been for some weeks on this Island, having obtained leave from General Pigot, went over to the main this day by way of Howland's ferry.

Aug. 21, p. 168.

A man with two boys, his sons, Natives of Dartmouth, Massachusetts Bay, came in this morning from Howland's ferry; this man says there are not more than 300 Rebel troops stationed from Howland's ferry to Seaconnet point. The Rebels are busy in pressing and drafting men to go to the Northward, since the loss of Ticonderoga.

Aug. 22, p. 169.

A Captain, two Subs. and 100 men marched this morning, and encamped near the Windmills above the town of

Newport, where they are employed in constructing a Redoubt, part of a chain of works intended to be thrown up for a defence of a position near the town * in case * it should be found necessary to abandon the Northern parts of the Island. Mrs. Mackenzie and my family arrived last night from New York in the Adventure schooner, Captain Parker. They were left at Halifax in June, 1776; when the Army embarked there to go against New York.

Aug. 25, p. 169.

The Rebels fired a shot from their fort above Howland's ferry, at some of our soldiers who were gathering apples in Sandford's Orchard.

Aug. 31, p. 171.

A flag of truce came down from Providence today. They assert that Genl. Burgoyne's Army has met with a very severe check near Albany.

Sept. 13, p. 177.—As the works intended for the defence of the North part of the Island require a good many men working, Genl. Pigot sent a summons this day to the inhabitants of the township of Portsmouth to assist. * They are required to work three days in the week.

Sept. 17, p. 179.—We are at present very busy in fortifying different posts on the Island. Those intended are a Redoubt for 30 men and 2 Cannon opposite Howland's bridge. A fortified Barrack on Windmill hill for 200 men. A redoubt on Barrington hill for 80 men and 2 Cannon. A redoubt at Fogland ferry for the like numbers. A Redoubt on Quaker hill, and a Barrack there for 200 men. A Redoubt and Barrack for 60 men on Turkey hill. But the principal work is the enclosing the town of Newport, from Easton's beach round by the three Windmills, to the North Battery, an extent of 3000 yds., in which are to be four or five Redoubts. [In addition to the disposal of troops on the Island, noted above, there are to be "200 men at Lopez house on the East side, and 200 at Roome's house on the West side." These with the "1000 for

the defence of Newport, and Conanicut Island" will comprise a "garrison of 2000 men." p. 183. We should use every means in our power to keep possession of Conanicut, as this Island (Newport) affords no other harbour or good landing place but Newport. Batteries on the Dumplings, a part of Conanicut which forms the entrance of the harbour, would greatly annoy any vessels coming in * * p. 184. A great number of Cannon were fired this day toward Providence. Some think it was a salute or rejoicing. It is more probable that it was a proof of guns, which are cast at a foundary in that neighborhood. Sept. 22. Rain last night. Clear cold morning. Wind W.N.W. Strong N.W. wind from 12 o'clock.

This being the Anniversary of the King's Coronation, the ships of War stationed in the Bay and in the harbour, fired 21 guns each at 1 o'clock.

Sept. 23, p. 185.

The Rebels have had small parties upon Common Fence Neck of late, but they appear to be only gathering some fruit in Hick's Orchard.

Oct. 15, p. 191.—An officer and men (were) made prisoners at Providence in consequence of the officer's having been detected in making a sketch of the River with the soundings, etc. The Rebels are in possession of the Sketch. The imprudent conduct of a young officer is frequently productive of great difficulties to those who command.

Oct. 16, p. 192.—The 43rd Regiment * marched this afternoon and at 5 o'clock embarked on board transports at Codrington's Cove. It is generally supposed that Bedford where the Rebels have some Privateers and a number of other vessels is the object [of the Expedition.]

Oct. 17, p. 192.—A Jew named Isaac Goodman came over last night from the Bristol side, * * He says the Rebels have collected a very formidable force, and intend to attack us very soon. Nine or 10000 men are now assembled in the vicinity of Howland's ferry for that purpose. * Near 300 boats * have been brought from Providence to Warren. * That most

of them are now in Wanton's Cove near Howland ferry. That they intend to make three attacks—One at Howland's ferry, another at Fogland ferry and the third at Easton's beach.

It appears by some newspapers brought in by the Jew * that Genl. Burgoyne has retreated, and that he has lost a considerable number of men. * * If the Rebels have got into the rear of Genl. Burgoyne's Army, he cannot return to Canada, and therefore the only step he can take, is by one bold movement to endeavor to join Genl. Clinton. * near Albany. The Rebels accounts mention * that Washington is on the E. side of the Schuylkill, and Genl. Howe on the West.

Oct. 24, p. 201.—About 180 [“of the Loyal Inhabitants of Newport”] have signed “articles of association for the defence and security of the town,” (and) were this day formed into three companies under the command of Colo. Wanton.

Oct. 27, p. 204.—By this disposition of our posts, (previously stated) there is a chain of sentries from the Provision stores on the left of the camp near Windmill hill, quite around by the shore, to the lower Black Point, a space of near 8 Miles. * * page 205.—As the whole force of the Rebels appears to be collected on the eastern shore, we have turned our attention almost entirely that way; but I think we should not neglect the defence of the W. side so much as we have done.

Oct. 30, p. 206.—A Deserter came in this morning. (He says) that we were certainly to have been attacked the night of the 19th. That 11,000 men were assembled * for that purpose. That on account of the wind being too high and unfavorable, and of our having discovered their boats in motion, the attempt was laid aside. * That the following night, and again on the 25th (landings were planned) but as by this time great numbers of (their) militia had left the Army and gone to their respective homes, (they) have therefore given up the intention of making an attack upon us. The Boston Artillery marched yesterday. (The Rebel troops)

suffered greatly from the weather. * They are in general badly clothed. * * This man further says, they were informed the whole of Genl. Burgoyne's Army was taken prisoners.

Nov. 14, p. 212.—A Court of Enquiry has been ordered by the Rebels to examine into the cause of the failure of the Expedition against Rhode Island under Genl. Spencer; who is much censured for not having attempted to land.

Nov. 18, p. 213.—High wind last night at W. and severe frost. * A good deal of snow lies on the Main but none on this Island. * * The inhabitants here say we shall have a very severe winter; * they have found by experience that when much rain falls in October and Nov. the ground being wet when frosts set in, the winters are much colder than when there has been a dry autumn.

Jan. 1st, 1778, p. 233.—Clear weather and very hard frost. Wind W.

Jan. 2. At 11 this morning came in the Brune frigate with almost 30 sail of vessels under her Convoy from the Delaware. At the same time came in the Eagle, having the flag of Lord Howe on board, in three days from the Delaware.

Jan. 7, p. 234.—A Ball and Supper was given to the Ladies of this place, by 44 officers and gentlemen of the town: to which Lord Howe was invited.

Jan. 10.—Fine, soft weather. Wind S. (The regular January thaw.)

Jan. 29, p. 239.—Notwithstanding the frequent changes in the weather, the healthiness of this Island is beyond a doubt. As a proof of it, the three Hessian Regiments of * 1800 men, have not had more than 70 sick men on the lists.

Feb. 20, p. 250.—A party of nine Rebels landed last night near the lower Black Point, from whence they proceeded to Elam's house, robbed the family of near 100 Dollars in cash, and then got off undiscovered.

Feb. 22.—A small party of Rebels landed last night under McCurrie's house, a mile N. of Fogland ferry, * went up to it and Robbed it of blankets, * and other articles and then made off. [This mention is made for the reason that the place is still named "the McCurrie Farm." 1934.]

Mar. 1, p. 253.—The roads are exceedingly bad at present.

Mar. 8, p. 255.—Five persons came in from Tiverton last night, among whom are a Colonel Holland of the Militia, and a Mr. Eccleston, a clergyman.

Mar. 17—Cloudy day, but soft and pleasant. Wind S.

Mar. 24, p. 259.—The Hessian Regiments stationed on this Island put on their new clothing this day for the first time. Altho it has been ready for three months past, they could not put it on until they received orders to do so from General Knyphausen, their Commander in Chief in America. These troops have received no new clothing since they left Germany in the beginning of the year 1776.

April 2, p. 264.—Pleasant weather. Wind S.E. Lieut. Colo. Anstruther of the 62d Regt. came down yesterday evening in a flag of truce from Providence. He came here to endeavor to get exchanged for a Rebel officer of equal rank; but as there are no Rebel troops prisoners here, he will be obliged to go to New York to effect his purpose.

April 7, p. 265.—General Burgoyne landed this day. * he intends embarking [for England] on parole. Major Pollard, Aide de Camp to General Heath, (the American General) * came with General Burgoyne.

April 17, p. 267.—Four hundred men from the troops in this town are employed in damming up a small stream of water which falls into Easton's pond. The intention is to overflow a valley to the Eastward of the General Hospital [Dudley's].

April 18, p. 268.—As we have at present no Camp Equipage, I think we should immediately erect a respectable work

on Windmill Hill: The enemy should * be prevented from establishing themselves on Windmill Hill; * for if they should we shall find it extremely difficult to dispossess them.

April 19.—Despatches [from England] (via) New York mention that Genl. Howe is recalled and Genl. Clinton appointed Commander in Chief in his room. [Lord Howe left Newport Mar. 24; General Burgoyne embarked April 15.]

April 30, p. 273.—The 54th are to construct a Redoubt round the Barrack at Windmill hill.

May 2.—Three of the new Redoubts are now finished, and the troops are * constructing a Redoubt on Tomini Hill.

May 4, p. 275.—Seven men came in last night. They say * an Expedition against this Island is the general talk of the country. * They are raising a Regiment of Negroes in this Province to send to Washington's Army. Great rejoicings have been made of late all over the country, on account of their alliance with France, which they say is now certain.

May 6, p. 276.—It appears by letters * from Philadelphia that Sir William Howe has resigned the Command of the Army in America, and that Genl Clinton is appointed General and Commander in Chief. General Clinton is going from New York to Philadelphia, General Daniel Jones is to command at New York, and General Robertson on this Island. (Newport).

May 8, p. 278.—Our attention should now be employed in strengthening the N. end of the Island. A small Redoubt at Arnold's point would be of service in commanding the beach opposite Hog Island, which is a good landing place, and unseen (at present) from any of our works.

May 25.—Our expedition against Warren and Bristol (See BULLETIN of Nov. 1932) (also this Diary p. 284-88) caused a general alarm throughout the country: Signal guns were fired at Warwick Point, at Prudence, and other places * * our Detachment were near eight hours on shore, * burning the boats at Kickemuit River, and [effecting the]

explosion of the magazine at Warren. May 30, p. 289.—The people of the country are much alarmed and discontented: and [say that] great blame is thrown on General Sullivan for neglecting to place proper guards on their boats, etc.

May 3.—[An expedition against Fall River destroyed one saw mill, a corn mill, 9 large boats, and about 15,000 feet of plank. (See previous BULLETIN)].

June 3, p. 291.—The new chain of Redoubts are now completed: they are called Green-end, Dudleys, Banisters, Irishes, and Tomini.

June 10.—If the reported Campaign is to be opened in New England, Philadelphia should (first) be burned, and the Jerseys laid waste. * * As lenient measures and great concessions have had no other effect on the Americans than to increase their obstinacy, Great Britain * would be justified * (especially if they should enter into an alliance with France) in using the severest means of reducing them to obedience and subjection. * * As the principal strength of the Rebellion lies in the New England Provinces, our whole force should be collected there.

June 13, p. 300.—The following are the present stations of the troops on this Island: Bunau's Regt.—At Windmill hill. 22nd Regt. at Quaker Hill on the East road, their right to the Seconnet. They furnish the posts on the east shore from Ewing's, as far as McCurrie's. 43d Regt. on the left of the West road near Turkey hill. They furnish the posts from the left of Bunau's Regt. as far as the creek of Layton's Mills; a detachment of 80 Hessians at Foglands, and Patrols as far as Sandy Point: 54th Regt. at the Blacksmiths on the E. road. Their right to the road which leads up from Lopez's house, furnishing the posts from Sandy Point to Black Point. The regiments of Landgrave, Dittfourth, and Huyne, and the Royal Artillery are in Newport: The Prince of Wales's Volunteers are encamped behind the new Redoubts near the town: a detachment of a Captain and 50 men (relieved weekly) from Newport, is posted in the Redoubt at Conanicut.

July 19, 1778, p. 315.—The two Battalions of Anspach embarked at 9 o'clock in flat boats and encamped on that part of Conanicut called Beaver's Tail. I think this a most dangerous position. The reason for placing them there, is to possess the Island, and cover the Batteries at Fox-Hill (which fires on the Narragansett passage), and the Dumplings; (which fires on the entrance of the harbour). But if the French fleet appears and succeeds in their attempt to come into the Harbour (which the Battery on the Dumplings cannot prevent), we shall inevitably lose those two battalions.

July 25, p. 317.—A Rebel Colonel who came this day with a Flag of truce, informed Captain Hudson that the French fleet had got within Sandy Hook, and that Lord Howe lay at the Narrows. * Despatches from Lord Howe and General Clinton notify (us) that the French fleet sailed from off Sandy Hook the 22d Instant, and that in all probability they would make their appearance before this place.

July 27, p. 318.—Near 20 pieces of heavy cannon are placed in the Batteries for the defence of the harbor, (and) the troops are in readiness, should their presence be required.

July 29, p. 319.—About 9 this morning a fleet of large ships appeared to the S. E. They were soon discovered to be French. * *

On the appearance of the fleet the 54th Regiment marched to Newport, (and) were immediately employed in thickening the parapet of the North Battery, which was not completed. The two Battalions of Anspach and Brown's Regiment of Provincials were withdrawn (from Conanicut). A Captain and 50 men were sent to the Battery at Brenton's point; a like number to Goat-Island, and (the same) to Brenton's Neck.

July 31, p. 322.—The French fleet seen off the harbour, * steering toward Point Judith; * * it soon appeared they

were endeavoring to get further off shore, as there is a prospect of bad weather. We * believe that the French Admiral has received some information of the approach of the (British) fleet under Lord Howe.

Aug. 1, p. 325.—Orders were given this morning for all the horses, cattle, calves, and sheep (except a Milch Cow for each family) to be collected and driven within our lines.

Aug. 2, p. 325.—D'Estaing, who commands the French fleet, is pressing (the Rebels) to commence their operations as soon as possible, but they are not yet in readiness.

Aug. 4, p. 328.—All (our) guns are now withdrawn from the N. end of the Island, except a 12 Pr. in the Bristol Ferry Redoubt, and an old 9 Pr. in that opposite Howland's bridge.

All the baggage * and tents of the troops at the N. part of the Island have been sent in to Newport. The 22d and 38th are to lie in the Barracks at Windmill hill, and the 43rd in the Quaker Meeting on Quaker hill.

Aug. 6, p. 331.—Two Officers * who were bathing this morning in the Seaconnet had three cannon shot (from one of the French fleet) fired at them. We thought this very inconsistent with French politeness.

We are using every means in our power to obstruct the approach of the enemy by sea and land, in case they attack us, and it is fortunate that, by their remaining so long inactive, they have given us time to do so.

Aug. 7, p. 334.—As Admiral Byron is daily expected on the Coast with a fleet of large ships, we cannot blame Lord Howe for waiting to be joined by (them), as (such) will give him a decided superiority over the enemy's fleet.

Aug. 8, p. 338.—About 11 o'clock the French fleet got underway * to the Eastward. About 3 o'clock the French Admiral, Count D'Estaing, in the Languedoc, (came in) leading, within shot of Brenton's point battery, when the Action began. The fire from the above Battery, and from Goat Island

and the North Battery was kept up with great briskness, and returned by a heavy fire from the ships as they passed. About 5 o'clock they anchored in a line under the Conanicut shore. The fire from the Batteries and from the ships was prodigious, even to us on the Northern part of the Island at a distance of about 7 miles.

Aug. 9, p. 341.—About 12 o'clock a fleet hove in sight; * it was that of Lord Howe, 35 sail. From the first appearance of the British fleet, the French were busily employed in re-embarking the men they had landed on Conanicut. We are now spectators of two powerful fleets at anchor within a few miles of us, whose operations will probably decide our fate.

Our troops extend as follows—Dudley's, Bannister's, Tomini—1st line. The second line from Easton's house to the Library; to Brindley's, to the Windmill. Dittfourth and Bunau (from the) Barrier Redoubt to Durfee's house; the flank Companies on the right of the Road, opposite Pease's farm. The headquarters are fixed at Bliss's house, the first on the road to Green-end.

Aug. 10.—Lord Howe's force is 8 sail of the line, (74 & 64 guns). 4 ships of 50 guns, 2 of 44, 6 Frigates, 3 fireships, 2 Bombs and 4 gallies. * * The French fleet appears to be composed of 2 ships of 90 guns, 9 of 74, and 1 of 50.

Thick weather. Wind N.W. and appearance of rain. About 8 o'clock the wind shifted to N. and N.E. The French Admiral with some of the ships (got) under way. They kept up a prodigious fire as they passed our Batteries, which commenced fire about half past eight. As the enemy kept near the Conanicut shore, our guns could not do the desired execution on them. As soon as the ships had passed our batteries, they crowded all the sail they could set, and stood directly for the British fleet. As soon as Lord Howe saw them coming out, he made sail and stood away, S.S.E. His reasons for thus retiring are not known to us.

Aug. 11.—Cloudy thick weather. Wind N.E. No part of either fleet in sight this morning. Some persons imagined they heard a great cannonade at sea.

Aug. 12, p. 349—Heavy rain last night, with a strong wind at N.E. Very heavy rain all day and a strong gale of wind. p. 350—A Deserter came in from the Rebels this morning. He says they have some troops encamped on Windmill hill, and some on Quaker hill, (about) 5000 in all, with some Field Artillery.

Aug. 13, p. 351.—The rain continued very heavy all last night, and all this day with a very strong gale of wind at N.E. We are under great apprehension for the safety of Lord Howe's fleet, * * (but) This storm * will retard the Rebels greatly.

The General ordered a breastwork, 14 ft. thick along the present lines of our whole front; at present it is only 6 ft. thick. p. 352.—The inhabitants say they have not had so severe a storm * in August * for three or four years past.

Aug. 14, p. 352.—This afternoon about 200 Rebels shewed themselves on the first height on the E. Road. Several shots were fired at them.

p. 353.—Five dead bodies and part of a wheel and tiller rope, supposed to belong to one of the French ships, were found yesterday on the shore of Brenton's Neck.

Aug. 15.—The Rebels struck their camp near the Windmill this morning. About 4 * they began to encamp on our left of the E. Road, a short distance on this side of Giles Slocum's house, and about 3 miles from Bannister's. * A second line appeared * near the Blacksmith's. At 5 a considerable body of troops drew up on the heights near Wyatt's house on the E. Road. In my opinion there are about 5000 men encamped at those places. They have pushed forward their advanced posts to the crest of Honeyman's hill.

Aug. 16, p. 354—It is probable that both fleets must have suffered considerably from the effects of the (late) storm.

The Rebels line is continued (from) Redwoods, by Jepson's (lane) south of Giles Slocum's; and from thence along the heights by Wyatt's house, near to Cooke's farm, called

Whitehall. Their advanced posts from their right come no farther than Weaver's house on the W. Road.

p. 355.—(Our lines extend) by Weeden's Mill, Dudley's Redoubt, Bannister's Redoubt, Irish's Redoubt, Little Tomini, and to the left fronting Sheffield's farm.

Aug. 18, p. 358— * This morning the Rebels were discovered hard at work in a line near Honeyman's Orchard. Our batteries immediately opened upon it and continued to fire during the day. The Rebels, however, continued to work, throwing themselves down when they saw the flash of a gun, and getting up again as soon as the shot struck or passed.

About 200 Rebels took post last evening at Weaver's house on the W. Road. [Perry Weaver, who was living at the Weaver farm, was a Quaker; as such he had probably not joined the "Rebel" forces: it is family tradition that Lafayette visited at "Weavers," and viewed the British lines across the mile wide intervening valley from the trapdoor of the roof. A road (Forest Avenue) curves around the heights to the south-east, connecting with the "Rebel" earthwork on Honeyman hill.] * *

The road near Green-end, and all the avenues to the town on that side, were filled up as much as possible this evening by felling trees, * in order to retard the enemy's approaches in that quarter.

Aug. 19, p. 360—I think a landing near Dyer's house, beyond the N. Battery very practicable. Such an attack would embarrass us much. Great part of our security consists in the want of enterprise on the part of the enemy. * (Their) numbers are reported very considerable, as 23,000 Rations are issued daily. (Their) Army is composed of Militia of Massachusetts Bay, Connecticut, and Rhode Island, with ten Continental Regiments from Gates Army, and a Regiment of Canadians. There are many General Officers with the Army: vizt, Sullivan (who commands), Green, Varnum, Cornell, Hancock, Fayette, Tyler, and Sherburn. (Sherbourn is buried in Trinity Churchyard.) * This morning began to fire from their two Batteries. The fire was directed against

Dudley's and the Camp behind it. * A brisk fire was kept (by us) on their batteries and the French.

p. 362.—Irish's house was pulled down this day, as it stood in the way of our batteries. * A large ship was seen off the harbour at 3 o'clock. * 'Tis now ten days since the French fleet went out of the harbour; and the latest accounts from Lord Howe and Genl Clinton were the day before.

Aug. 21, p. 366.—The Rebels fired all day at our Redoubts and Batteries. We (also) fired a great deal during the day; but * the distance is too great to enable us to damage their works. * Their approaches are at present within 700 yards of Green-end Redoubt. They are erecting a Battery near Carpenter's house.

Aug. 22.—The French fleet (that part which returned damaged) got under way (during the night) and stood away to the Southward. * One Eldridge, an Inhabitant (of Conanicut) says that the Rebels have about 18,000 on this Island, engaged for six weeks, *three of which have expired*. He says that the French returned here in hopes of finding the place in possession of the Rebels, and that D'Estaing was much chagrined at finding * so little progress made in the Siege.

Aug. 24, p. 370—There was a meeting of all the ("Rebel") Generals yesterday at Sullivan's quarters, after which they decided to go off the Island soon if the French fleet did not appear.

Desertion prevails a good deal with us, particularly from the German Regiments.

Aug. 26, p. 373—A Deserter came in from the Rebels; He says they are certainly on the point of going off, * and will certainly retire upon the appearance of the British fleet; in which case General Pigot is determined to give them a blow, if possible. No appearance of any vessels: we (have) had no accounts from our friends since 31st July.

Aug. 27, p. 376— * To our great satisfaction the frigates *Sphinx*, *Vigilant*, and *Nautilus* from New York anchored in the harbor. They parted with Lord Howe's fleet yesterday: having received information of Mr. D'Estaing's having sailed for Boston (for repairs), Lord Howe is gone in pursuit of them (the French).

Aug. 28, p. 380.—The *Vigilant* came up yesterday, and anchored in Codrington's Cove. The *Spitfire* galley and a Privateer Brig went up the bay this morning and anchored off Stoddard's landing.

Aug. 29.—As soon as the day broke this morning it was observed that the enemy's tents were struck. * I went immediately on the top of Dudley's house, and * could plainly perceive that the Rebels had struck their whole Camp, and had marched off. I rode as fast as possible to General Pigot's quarters in Newport and informed him of it, and returned to Camp with his orders for all the troops to get under arms and pursue (the Rebels) but to advance with caution.

The right column under the command of Major General Prescott * was directed to march over Easton's beach, enter the left of the enemy's encampment * and take possession of all their works on Honeyman's Hill, where he was to wait further orders. The central column. * under the command of Brigadier-General Smith * proceeded on the East Road towards Quaker hill. The left column under the command of Major Genl. Lossberg, proceeded by the West Road toward Genl. Smith's late quarters on that road. The center column had got as far as the Blacksmith's on the East road, when it was observed that the left column had fallen in with some of them near Mr. Overing's (Prescott's), where there was a good deal of firing. * The enemy were soon forced from their position; near Turkey hill a considerable body of the Rebels were drawn up; * they were driven from thence * as far as the Artillery Redoubt, where they formed in force. * During this time Brigadier General Smith's column was advancing on the East road, but did not meet with any part of the Rebels until they came near Sherman's house on Quaker hill, near which about 700

of them were drawn up. As the column advanced without * taking usual precaution, they were close to the Rebels before they discovered them and received from them a heavy fire which did a good deal of execution. * The column pushed on as far as Shearman's, when the Rebels gave way and were drove down Quaker hill to the cross road.

It was now perceived that the greatest part of the Rebel Army was still on the Island and as they were strongly posted from the Artillery Redoubt on their right to David Fish's house on their left, it was not thought advisable to renew the attack on them. * * At seven o'clock reinforcements from Newport joined Major Genl. Losberg. The Flank Companies occupied the ground from the East side of the Island to the East road, the right being at Wm. Shearman's house and the left at the Quaker Meeting. The 43rd from the Meeting, and the left of Brown's (Regiment) to Hadley's house (in the cross road); Fannings with their left to Turkey hill, 1st Anspach behind Turkey hill, their left reaching to the West road; 2d Anspach, Ditfourth's, Huynes, and Landgraves on the left of the West road, the left of Landgraves to the rock near Anthony's house.

Some of our Field Officers advised General Pigot to retire as soon as it was dark within our lines at Newport. * * I presumed to object strongly to quitting our present position; it was determined by the General to remain.

Aug. 30, p. 385—The Rebel Army was observed this morning to be in the same position as they were yesterday afternoon. * About 12 o'clock it became evident that the Rebels were preparing to go off. * before 5 o'clock five Regiments were seen to go down and pass over in the boats. Notwithstanding, they have a considerable force in the crossroad. * They appear to have about five Regiments encamped on Windmill hill. (These retreated after nightfall.)

Aug. 31, p. 387—At daybreak it was no longer doubted that the Rebels were gone. The Rebels are most of them encamped in the neighborhood of Howland's ferry: * a good many (are) in and near Bristol.

Sept. 1, p. 388—The Rebels have now to all appearance quitted our Neighborhood.

This morning a fleet of near 70 sail appeared. We immediately concluded that it was our friends from New York. At 10 o'clock Sir Henry Clinton came ashore. The troops sailed from Huntington, and came to relieve this place, not knowing the Rebels had raised the Siege. * Sept. 2. None of the troops have disembarked: they expect to sail this afternoon. Sir Henry Clinton * and his Officers were in hopes to have had the credit of driving the Enemy off * as the affair was finished before their arrival, they * found fault with everything and went off in a very ill humor.

Sept. 4—The Fleet was seen steering for New Bedford, Sir Henry Clinton is not with them, he having gone to New York.

Sept. 5—Came in part of Lord Howe's fleet. The French fleet had got into Nantasket Road before Lord Howe appeared off Boston.

Sept. 6—A Deserter * reports that Fayette is at Bristol with a Brigade, and that there is a brigade at Howland's ferry and another at Providence.

Sept. 10, p. 394—The Redoubts and Batteries from Green-end to Tomini hill have been dismantled.

Sept. 11—The vessels now remaining with us are The Pearl, in the Harbor, The Sphynx off Almy's point, between this Island and Providence, and the Gallies in the Seacomet.

Sept. 26—Lord Howe sailed this morning in the Eagle for England.

The mistaken lenity of (our) government has prolonged the war, and brought the Nation into the present dangerous crisis.

Oct. 1.—Sir H. Clinton having signified his desire when here, that a Battery should be made on the Dumplings, for

the defence of the harbour; Genl. Prescott directed that a battery for 4 guns and a Redoubt for 50 men should be made there.

Oct. 5th.—The Hessian Chasseurs marched from their encampment near Bowler's house, and encamped near Mr. Overing's.

Nov. 13, p. 419—10 sail of large ship came in. Admiral Byron's fleet.

Nov. 16, p. 420—Capt. Wheelock of the Sultan, who died this morning (as) the ship came into this harbor, was buried from the Church (Trinity) and interred near the north door.

The heavy gales of wind, * obliged Admiral Byron to come into this port.

Nov. 20—The fleet sailed this morning, 40 sail of vessels.

Nov. 21, p. 423—From the number of houses habitable in this town (700) and the number of troops to be quartered in it (4000) it would not appear difficult to quarter the troops; all public buildings (some of the churches included) are occupied as barracks or hospitals; many families are gone and others going to the Main.

Dec. 6, p. 429—Very little attention has been paid at headquarters, New York, to supplying this Garrison with any necessities (of food, wood, or candles).

Dec. 12, p. 431.—The turf, which was made last summer on Brenton's neck, is now brought in, and has proved equal to 100 cord of wood. It is of excellent quality.

Dec. 15, p. 432—40 Invalids of Gen. Burgoyne's Army came down from Providence. They are men who were unable to march through the country with the Army (after its surrender). They are to go to New York and from thence to England.

Dec. 26, p. 435—It began to snow with great violence last night and continued all day, with high winds, and severe frosts; * in some places the drifts were 20 feet deep. Several men lost their lives. (This was the "Hessian snow-storm.") * There is a great scarcity of provisions.

The remaining part of the Diary was written after the British abandoned Newport, and the fleet returned to New York. Only such references as speak of Newport will be noted.

The first date is Jan. 1st, 1781, a little over two years after the above entry. Nothing apparently of the original Diary between these two dates, Dec. 31, 1778, and Jan. 1, 1781, has survived. We know that in July, 1780, after the British had left Newport, another French fleet with General Rochambeau and French troops entered Newport. They were there when the next entry from the Diary, which is here quoted, was written.

New York

Jan. 6, 1781, p. 446.—'Tis reported that the French fleet now at Newport are preparing for sea. 300 (of their) Cavalry are in Connecticut. * Their troops intend removing from Rhode Island.

Map of French fleet, p. 454.

Jan. 25—Admiral Graves dispatched three ships after the French fleet out of Rhode Island, (but) a gale forced the Culloden ashore, (and) the Bedford was obliged to cut away all her masts.

Feb. 17, p. 472—Mr. William Brenton, a Native and Inhabitant of Rhode Island, came in here (New York) with intelligence from a confidential person there (Dr. Halliburton) [who was a Loyalist and settled later in Nova Scotia]. I had a good deal of conversation with Mr. Brenton, with whom I was well acquainted when at Rhode Island.

Feb. 18, p. 474—There can be no doubt but the (French) ships in the Chesapeake are from Rhode Island.

Feb. 28, p. 477—No accounts from the Admiral. * The inactivity of our fleet will certainly be found great fault with on some future day.

March 5, p. 479.—It now appears that the (French) design was to take under Convoy several vessels laden with flour from Maryland to Rhode Island.

March 14—Report of this date, p. 485.

<i>British Fleet</i>	<i>French Fleet</i>
London	Le Duc de Bourgogne
Royal Oak	Le Neptune
Bedford	Le Conquerant
Robuste	Le Provence
Europe	Le Jason
Prudent	L'Ardent
America	L'Eveillé
Adamant	Le Fontasque
Pearl	Le Surveillante
Charlestown	La Gentille
Iris	Le Hermione
Guadaloupe	
Amphitrite	
Galatea	

March 18, p. 490—By what we can learn Washington was at Rhode Island when the French troops embarked.

March 21—We are all extremely anxious here at present. Should the French have gained the Chesapeake our fleet will probably be taken, Arnold's Corps must fail, and Cornwallis must retreat: [for Arnold's treason and joining the British forces had intervened].

April 3, p. 499—The French fleet certainly returned to Newport the 25th of March. Their loss of men in the late action is considerable.

April 26, p. 512—The French fleet are said to be nearly ready for sea at Newport. p. 514—It is really unpardonable that our fleet continues so long inactive in this harbour. (New York.)

May 19, p. 523.—Tis reported that a French Admiral arrived lately at Boston to take command of their fleet in the room of M. de Ternay (who died and was buried at Newport.)

May 20, p. 525—It appears to be one capital error of the war in this Country, that under the Idea of having friends in every Province, * we have extended our operations throughout most of them, by which means we have not been in sufficient strength in any one.

June 14, p. 544—Came in the General Washington, a Rebel privateer of 22 guns, and 150 men, from Rhode Island, taken lately by the Assurance.

June 17, p. 545—Tis said The Hermione (conveying privateers and ships laden with flour) has again sailed from Rhode Island for Philadelphia. This (French) ship is now commonly stiled the Philadelphia Packet. [This shows how lax was the British patrol of the coast.]

June 22—Our military system is a bad one when the King has not in his power to bring into action the talents of those Generals he has at home. But this is an unpopular war, and men of ability do not chuse to risk their reputations by taking part in it.

July 17, p. 567—Admiral Arbuthnot deserves the severest censure for suffering the ports of Philadelphia, Newport, and Boston, with many others to be as open to Rebel trade as if we had no fleet upon the Coast.

July 28, p. 576—A French Frigate named The Concord called at Rhode Island from Boston and took 10 or 12 Pilots on board. She sailed the next morning for the West Indies.

There is not the least doubt those pilots were for M. de Grasse's fleet.

Aug. 2, p. 580—Tis said the British fleet is now cruising off Rhode Island.

Aug. 17, p. 590.—Information received from Rhode Island that De Grasse's fleet has arrived on the Coast, 24 ships of war, and 8000 troops.

Aug. 25, p. 597—At 1 o'clock this day the Commander in Chief called me into his room, and told me, he intended making an attempt on the French fleet, at Newport, Rhode Island. He described his plan, and as I had been at Rhode Island for near four years, asked me many questions. * If we loose time in preparing, * the French will escape.

* Aug. 26, p. 599—The arrival of Sir Samuel Hood's fleet will ensure success. * The French ships are placed between Brenton's point and Rose Island. There are about 800 French troops and 1000 Rebel militia on the Island. [Sir Samuel Hood's fleet consisted of 18 ships of war.] If we do not execute something with so powerful a fleet and a fine Army fit for any undertaking, we shall be deservedly blamed for our supineness.

Aug. 29, p. 603—Information was received last night * that the French fleet sailed from Newport the 25th inst. * Thus we have lost the opportunity of giving a capital blow to the French Navy. * It was known they were embarking all their guns, stores, etc., at Newport. * I think therefore our fleet should have kept the sea.

Sept. 13, p. 630.—Should Admiral Digby (who was expected), arrive, we shall be fully equal to the French; and we hope that should a general engagement take place between the fleets * under the eyes of the King's son in so important a battle, on which it may be said the Sovereignty of the seas and the fate of America depends, [that our action] will ensure us (a) victory. * We certainly are now at the most critical period of the war.

Oct. 1, p. 653—All the Admirals and the Lieutenant and Major Generals were in consultation with the Commander in Chief yesterday. It appears doubtful that the Navy will after all attempt, or undertake anything toward the relief of Lord Cornwallis, (who was surrounded at Yorktown). [The French had a fleet of 33 war vessels (see list p. 668 of the Diary) in the Chesapeake.]

Oct. 21, p. 673—(The "Rebel" General) Greene is entitled to great praise for his wonderful exertions (in the Carolinas and Virginia); the more he is beaten the further he advances in the end.

Oct. 24, p. 675.—Word has arrived of the unconditional surrender of Lord Cornwallis with 5000 troops on the 17th inst. to * Genl. Washington. Oct. 26, p. 676—If the French fleet sailed on the 18th, taking 3000 troops it is thought that (they will) attempt New York. * p. 678.—If they should give our fleet the slip, ours must endeavor to possess themselves of Rhode Island, which is the only harbor in which they can lie in safety while the French remain on the Coast. * It might be advisable to take possession of Rhode Island with about 4000 troops, and secure the best station in America should it become expedient to evacuate New York in the spring."

And thus the story ends. We do not know with what memories MacKenzie looked back at the "near four years" spent at Newport. That he disapproved strongly the strangely lax conduct of the British Army and the naval forces is evident throughout the Diary. He knew the British ports; he knew Halifax, and New York—perhaps Philadelphia, altho the surviving pages of the Diary do not say so. In spite of them all, he considered Newport, Rhode Island, the "best station in America" in regard to climate, reliable winds, good anchorage, safe and easy access to the ocean, commodious and sheltered refuge in stormy weather. Men who have sailed the seven seas since 1781 have agreed with him and have added to his their praise of this beautiful, healthful, comfortable, accessible and peaceful Isle of Aquidneck—or, as MacKenzie calls it, "Newport on Rhode Island."

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*Prescott House (Portsmouth)

Lopez House

Sanford's Orchard (p. 169, also map p. 172)

East river (p. 180)

*Roams—W. road (p. 181)

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Codrington's Cove (p. 192)

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Taggart's at Sachuest Beach (p. 197)

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*Anthony's House (Bristol Ferry, p. 203)

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South end—Brenton's point (p. 221)

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 Holmes House, East Side (p. 337)

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 Goat Island
 Stoddard's (burned in 1932), (p. 331)
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 *General Hospital (Dudley), (p. 347 and 361)
 Weeden's Mill (near Bliss House)
 Malbone's Garden (p. 348)
 *Old Stone Mill (p. 348)
 Sheffeld's House (p. 350 and 355)
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 *Wyatt's House, E. Road, (p. 353)
 *Honeyman Hill and House, (p. 353 and 363)
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 [Map p. 373]
 Battle of Rhode Island, (p. 381)
 *Shearman House, (p. 382)
 *David Fish House, E. Road, (p. 382)
 Slocum's, (p. 383)
 Hadley's House (middle road), (p. 384)

*Items marked * are still standing.*

Since I had the privilege of reading to the Society the little paper on Admiral Luce and his life in Newport, I had a very interesting letter from Captain Ellicott, U. S. N., ret., whose article, "Three Naval Cranks, and What They Turned" in the *Proceedings of the U. S. Naval Institute* for 1924 I had occasion to quote in part in that paper. This letter was of such interest to me, and to Mr. Mayer that we decided to ask Captain Ellicott's permission to print it in our next BULLETIN. This permission was kindly accorded by Captain Ellicott, and the letter follows these few introductory remarks.

(Signed) S. B. LUCE.

Quarters 177,
Mare Island, Cal.,
Oct. 21, 1934.

MY DEAR MR. LUCE:

I heartily thank you for Bulletin No. 92 of the Newport Historical Society containing your paper on Rear Admiral Luce. I have read it with much interest.

I think the newspaper clipping to which you refer covers a different occasion than the one I describe—a public reception by Captain F.E.Chadwick, President of the War College, to view the portrait. I was present at that, as was also Admiral Sampson, for I recall assisting him through the corridors to the library. He had come on, I think, from Boston, but not in connection with the reception, and was quite ill and feeble. It may, however, have been still another occasion, for a feature of all large receptions at the War College for some time after the portrait was hung was a reverent visit to the library to view it.

There can be no question of the presence of Admiral Luce at the first unveiling. It is too vividly impressed upon my memory. Nor can there be any question of his words upon that occasion, for both Captain Little and myself hastened to write them down.

As to the color of your Grandfather's eyes, you have caught me in a peculiar optical defect. Blue eyes, unless they are as blue as the sky or the deep blue sea, always impress me as grey.

Cordially yours,

J. M. ELLICOTT.

GIFTS TO MUSEUM

- Lithograph, "Newport Ruin" by Endicott and Sweet, N.Y.
Gift of American Antiquarian Society
- Job Townsend Bible, with family notes.
Gift of Salmon Davis.
- A number of miscellaneous, foreign and U. S. coins
and tokens, of copper and base metal. From
the Estate of George B. Austin.
Gift of Mrs. Maria J. Austin.
- Anchor iron from the Tompkins House, Bellevue Avenue.
Gift of Melville Bull Peckham.

BOOKS AND PAMPHLETS

GIFTS TO LIBRARY

- The Narragansett Planters, by William D. Miller.
Gift of William D. Miller
- Records of First Congregational Church, Berkley,
Mass. (typewritten copy).
Gift of Mrs. Burnham Creer.
- The U. S. Naval War College, Newport, R. I.,—Semi-
centennial.
Gift of the U. S. Naval War College.
- 2 vols. of the American Art Association's catalogue of
Dr. Terry's library.
Gifts of the American Art Association.
- Journal and letters of Edward King, 1835-1844, by
Ethel King Russell.
Gift of Ethel King Russell.
- 2 meteorological diaries, by Zenas L. Hammond, 1849,
1877. Gifts of Horatio B. Wood.

EXCHANGE

N. Y. Historical Society Bulletin, Oct 1934.

From the N. Y. Historical Society.

Old-Time New England, Oct. 1934.

From the Society for the Preservation of
New England Antiquities.

The Electric Spark

From Dr. Bates Sanatorium

R. I. Historical Society Collections, Oct. 1934.

From the R. I. Historical Society.

Register of the New England Historic Genealogical
Society, Oct. 1934.

From the New England Historic Genealogical Society.

Michigan Historical Commission Magazine, 1934.

From the Michigan Historical Commission.

Minnesota Historical Society Bulletin, Sept. 1934.

From the Minnesota Historical Society

Magazine of History, Sept. 1934.

From the State Historical Society of Wisconsin.

1934 Proceedings of the Wyoming Commemorative
Association.

From the Wyoming Commemorative Association

Annual Report, 1933-4. From the John Carter Brown Library

Register of the Lynn Historical Society.

From the Lynn Historical Society.

Bulletin of the N. Y. Sons of the Revolution, 1933-4.

From the N. Y. Sons of the Revolution.

Annual Report, 1933.

From the Newport Hospital.

Annual Report, 1934.

From the Directors of Redwood Library.

Annual Report. From the Connecticut Historical Society.

1933 Proceedings of the American Antiquarian Society.

From the American Antiquarian Society.

BOOK FUND

The New England Quarterly.

The Magazine Antiques.

My Cousin, F. Marion Crawford, by Maud H. Elliott.

Freetown, Mass., Marriage Records, 1686-1844.

Chats on old pewter, by H. J. L. J. Masse.

Chats on old lace and needlework, by Mrs. Lowes.

Chats on old clocks, by Arthur Hayden

The Abridged Compendium of American Genealogy, Vols. 2,
3, 4, 5.

The Story of American Furniture, by Thomas H. Ormsbee.

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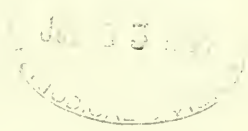
OF THE

Newport Historical Society

Number ninety-four

NEWPORT, R. I.

January, 1935



THE TOURO FAMILY IN NEWPORT

By

MORRIS A. GUTSTEIN
RABBI, CONGREGATION JESHUAT ISRAEL
(TOURO SYNAGOGUE)
NEWPORT, R. I.

1935

THE TOURO FAMILY IN NEWPORT

Where the famous Bellevue Avenue, once known as Jews Street, begins at the end of present Touro Street, there sleeps a city of the dead surrounded by a tumultuous city of the living. For over two and a half centuries, this "God's Acre" or "Abode of Life"—for such are the traditional names of Jewish cemeteries—has remained an enclave of quiet piety. The marred inscriptions on the gray tombstones in that "Abode of Life", enable us to construct pictures of days gone by and of dreams dreamed once upon a time. It is here where many of "the tribe of wandering foot and wearied breast", were laid to rest in Peace of Eternity. In the legends on the weathered stones, we behold many of whom the poet sang: (1).

Pride and humiliation hand in hand
Walked with them through the world where'er they went
Trampled and beaten were they as the sand,
And yet unshaken as the continent.

In the relics of stone, which the elements of nature left unharmed, we can visualize many a pilgrim and pioneer of Colonial Days, many a hero of Revolutionary Days, as well as many a refugee fleeing from oppression, which has not as yet ended for the Jew even in our Modern Days.

In a small rectangular enclosure surrounded by an iron fence, a few sepulchres beckon to us, and bid us read the memorials on their monuments, which was intended for posterity. These are the tombstones of the Touro Family of Newport.

Many Jews have attained fame in various fields of endeavor in the Colonial Days of America and in the Pioneer Days of the United States of America; but of all very few are as well remembered as the name Touro. Touro has become a by-word of the "noblesse" of Spanish-Portuguese Jewry in America.

REVEREND ISAAC TOURO

The first of this name—as far as we have been able to ascertain from historic records—in North America was, the Reverend Isaac Touro, the first Minister of the historic Synagogue of the Congregation Jeshuat Israel of Newport, now also known as the Touro Synagogue.

The place from where, and the time when, Reverend Isaac Touro came to Newport is still a matter of conjecture amongst writers on the subject. Jamaica, (2) Surinam, (3) Cayenne, (4) and Curacao, (5) in the West Indies, and Amsterdam Holland, (6) all share the honor of being considered at different times and by different authors the birth place of Isaac Touro. As all cannot possibly be right, and as in documentary evidence we find Touro referred to as “a Chuzzan from Amsterdam”, (7) and as we also find that in 1776, the Legislature of Rhode Island considered Touro a foreigner, (8) the most logical conclusion is that he came from Holland. If tradition can be given historicity in this case, then Surinam or Curacao might also have been the birthplace of Reverend Touro. These cities were in Dutch possession at the time, and a native from there would unmistakably be considered a foreigner in a North American English Colony. If then the tradition that Isaac Touro came from the West Indies be correct, then the reference “a Chuzzan from Amsterdam” must refer to the fact that most likely he was educated in Amsterdam, Holland. This would not be a peculiarity, for it was customary in those days, to send people from the West Indies to be educated in Holland, where Academies of Jewish Learning were flourishing. (9).

Of the various dates between 1755 and 1766, (10) given for Touro's arrival in Newport, the most probable is around 1760. (11)

Reverend Isaac Touro was a descendant of an old Spanish Jewish family, who in their native land bore the name Toro. (12). Persecution, Inquisition, and Massacre dispersed the Toros of Spain from their native land. Through Holland and the West Indies—havens of refuge for the expelled and down-trodden of Spain and Portugal—they found their way to North America. Here, as well as in the course of their

wandering, their name added a "u" after the first "o", and it became Touro.

In the course of their itinerary the Touros produced a number of dignitaries. In Holland we find a great Biblical scholar and commentator, (13) as well as a great Philanthropist, (14) of that family. In Surinam and Curacao we find members of the Touro family successfully engaged in "the promotion of commerce and welfare of the island", for which the Dutch Government dispatched a contingent of Jews from Holland. (15). If ancestry contributes to the character and to the psychic make-up of an individual as well as to the physical, then no doubt the Touros of Newport, had a rich source of inheritance, for their spiritual, commercial, and philanthropic activities that they exhibited in their lifetime here.

Upon Touro's arrival in Newport the life of the Jewish community increased its spiritual vitality. The bond which has held Israel together and insured its survival in spite of the many destructive forces, the fire, famine, sword, and dungeon, the rack and gibbet, and every other human machination of torture, has been its spiritual heritage. The most potent symbol of this heritage has been the Synagogue. The Synagogue manifests to Jewry its unitary character. In the Synagogue the spiritual ties which bind Israel into one fellowship are renewed daily. "Where there has been no Synagogue to serve the wandering Jew as the rallying focus of his individual Jewish spirit and the physical nucleus of community life, centrifugal forces have rapidly swept him into the maelstrom of the Gentile world. But where a Synagogue has been established, thither Jews have come together centripetally from far and wide at stated intervals to reaffirm their basic unity, a unity of faith, religious life and tradition, a reflex of unity of their God." (16). The first impulse of Isaac Touro upon his arrival in Newport was to erect a Synagogue for the Congregation Jeshuat Israel, that called him to be its minister.

The Congregation Jeshuat Israel was founded in the year 1658 by the original fifteen Jewish families who came to Newport from Holland in that year, bringing with themselves a Holy Scroll, which they salvaged from the Spanish

Inquisition. (17). (Tradition has it that these fifteen Jewish families also brought with themselves the first three degrees of Masonry, which they introduced in America.) (18). For over a century the Congregation worshipped in the homes of its members. The financial means of the members of the Jewish Community of Newport did not enable them to construct a Synagogue all this time. Even with an influx of a richer class of Marrano families, who arrived in Newport in the middle of the eighteenth century, and who reverted here openly to the Jewish Faith, the Jewish community of Newport, as late as March 21st, 1759, had need to write to the Congregation Shearith Israel of New York, founded three years before the Newport Congregation. (19) "sincerely desirous to establish a regular Congregation in this Town we therefore, have Lately purchased a suitable Lot of Land, whereon we design to build a Sinagogue; & for furthering our said Intentions, we have Likewise by Subscription raised a small Fund, wherewith to Begin, and carry on the Work and which in due Time, we hope to see fully compleated. At present finding our Abilities not equal to our wishes, for finishing the Work, in so short a time as we desire, we have resolved to crave the Assistance of several Congregations in America." (20).

The assistance of the "several Congregations in America" to whom the Newporters appealed, came sooner than expected, and on August 1st, 1759, the corner stones of the Synagogue were laid, on the land purchased from Ebenezer Allen on Griffin Street, which is now Touro Street. Peter Harrison, who built the Redwood Library and other noted buildings, was the architect. The days of machine, steam, and rush were still in the future in those pre-revolutionary days, and so, even by December 2nd, 1763, when the 2,000 pounds sterling Synagogue—quite an expensive structure at that time—was dedicated, the edifice was not altogether completed.

Dr. Ezra Stiles gives the following description of the Synagogue as he observed it at the dedication:

"The Synagogue is perhaps about forty foot long & 30 wide, (21) of Brick on a Foundation of Free stone; it was begun about two years ago, & is now finished except the

Porch & the Capitals of the Pillars. The Front representation of the holy of holies, or its Partition Veil, consists only of wainscotted Breast Work on the East End, in the lower part of which four long Doors cover an upright Square Closet the depth of which is about a foot or the thickness of the Wall, & in this Apartment were deposited three Copies & Rolls of the Pentateuch, written on Vellum or rather tanned Calf Skin: one of these Rolls I was told by Dr. Touro was presented from Amsterdam & is Two hundred years old; the Letters have the Rabbinical Flourishes.

"A Gallery for the Women runs around the whole Inside, except the East End, supported by Columns of Ionic order, over which are placed correspondent Columns of the Corinthian order supporting the Cieling of the Roof. The depth of the Corinthian Pedestal is the height of the Balustrade which runs around the Gallery. The Pulpit for Reading the Law, is a raised Pew with an extended embalustraded Comporting with the Length of the indented Chancel before & at the Foot of the Ark.

"On the middle of the North Side & Affixed to the Wall is a raised seat for the Parnas or Ruler, & for the Elders; the Breast and Back interlaid with Chinese Mosaic Work. A wainscotted Seat runs round Side of the Synagogue below, & another in the Gallery. There are no other Seats or pews. . . . There are to be five Lamps pendant from a lofty Ceiling." (22).

As the Synagogue structure has not changed at all since, we can add very little to its description, except what Dr. Stiles did not observe, or which was added later.

Dr. Stiles did not observe that the Synagogue was built at an acute angle with the street, so that the Ark (Holy of Holies in Stiles description) faces directly East. Of course he could not have readily observed the few small stairs that lead from the Altar in the center to a secret passage in the basement. This is said to be a relic of the traditional Synagogue in Spain and Portugal during the Inquisition, which was thus provided with a passage of escape. Nor would it have been of interest for Stiles to observe the small side building adjacent to the Northern outer wall of the Synagogue, through which the stairs lead up to the

Women's Gallery, and where also were located the Sexton's quarters, the Hebrew School, as well as an oven to bake the unleavened bread—Matzoth—for the Passover Festival, all of which was there at that time.

The five Candelabra, Stiles speaks of, adorned the Synagogue shortly after the Dedication. Six candlesticks matching the candelabra were also placed around the Altar and the Ark. A beautiful Perpetual Lamp was suspended from the ceiling before the Ark. These ornaments together with the oil painting of the Ten Commandments in Hebrew, surmounted by three crowns, bearing the abbreviated Hebrew inscriptions, "Crown of Priesthood, Crown of Royalty, and Crown of the Law", which was attached to the wall above the Ark, did and does give to the Synagogue, the appearance of a miniature of the Temple of Solomon. The Synagogue was indeed erected on the plan of the Temple in Jerusalem.

It was this Synagogue, which was built by the efforts and with the Spiritual Leadership of Reverend Isaac Touro. It was this Synagogue, which Touro dedicated as its first minister when he was but twenty-six years of age.

From the description of the Dedication, which appeared in the Newport Mercury on December 5th, 1763, and which is erroneously credited to Stiles by all writers on the subject, (23) there can be no doubt that the Reverend Touro was an able Minister, and that the Services he conducted were very impressive and attracted the attention not only of his fellow-co-religionists, but of people of other faiths as well. The accounts read: "Dec. 2, 1763, Friday. In the Afternoon was the dedication of the new Synagogue in this Town. It began by a handsome procession in which were carried the Books of the Law, to be deposited in the Ark. Several Portions of Scripture, & of their Service with a Prayer for the Royal Family, were read and finely sung by the priest & People. There were present many Gentlemen & Ladies. The Order and Decorum, the Harmony & Solemnity of the Musick, together with a handsome Assembly of People, in a Edifice the most perfect of the Temple kind perhaps in America, & splendidly illuminated, could not but raise in the Mind a faint Idea of the Majesty & Grandeur of the Ancient Jewish

Worship mentioned in Scripture. Dr. Isaac de Abraham Touro performed the Services." (24)

Reverend Isaac Touro was very popular in the community. He was active in many organizations, especially the Masonic Lodge, of which he was an outstanding member.

Reverend Isaac Touro was a fine singer. He was of an extremely good character, giving hospitality to all that passed the city as wayfarers. Amongst his friends he numbered many non-Jews, as well as Jews, the most noted of whom was Dr. Stiles.

Touro and Stiles were on very intimate terms with one another. They visited each other's home, promenaded together the streets of the city and discussed various scholarly topics, as well as current events. Their discussions were chiefly theological, dealing with questions of Biblical Exegesis, religious doctrines and prophecies. (25) The only time Stiles dined with a Jew was in the house of Touro in the company of a visiting Rabbi. (26)

Of the Hebrew scholarship of the Reverend Touro not only the Jews of Newport profited, but to a large extent also Dr. Stiles. After Stiles received the Doctor of Divinity Degree from Edinburgh in 1765, he felt the urge to acquire the Hebrew language. Transliterated texts in the Redwood Library helped him a little. Yet as late as May 1767, when Stiles was already forty years old, he knew but ten of the Hebrew letters. It was then that he solicited the aid of Touro. According to his first biographer Abiel Holmes, Stiles, "Having walked a few times on the Parade with the Huzzan, who gave him the true power of the letters and vowels, he began to spell and read the Psalter. In the five first days he read the 19th Psalm. Encouraged by his success, he soon found himself able to read about ten pages every morning after breakfast. Not long after, the Huzzan wrote for him the alphabet, with the vowels; gave him the sounds, and heard him spell most of the first Psalm. He also gave him the Rabbinical letters. This was his chief assistance." (27)

In applying the title Huzzan to Touro, Holmes simply follows Stiles. Stiles in his references to Touro speaks of him at different times as "Jew Priest", "Chuzzan", "Cha-

zan", "Huzan", "Hazen" or just "Mr." Only once in an early note, does he refer to him as "Dr." Never as "Rabbi" or "Hacham", the Sephardic title of the Rabbi.

During the time Reverend Touro officiated as the Hazan—Cantor or Minister—at the Synagogue, a number of Rabbis visited Newport. Of these at least two preached at the Synagogue and one Rabbi Isaac Karigal seems to have occupied the official position as Rabbi of the Congregation in the year 1773. The sermon which Rabbi Karigal preached at the Synagogue on Pentecost of the year 1773, in Spanish, was translated and published in English by Moses Lopez. (28)

On June 30th, 1773, Reverend Isaac Touro married Miss Reyna Hays, a daughter of Judah Hays, a prominent merchant of New York and Newport. Rabbi Isaac Karigal performed the marriage ceremony. (29). Touro was thirty-six years old then, and Miss Hays thirty. Isaac and Reyna Touro were blessed with four children, three sons, Abraham, Judah, Nathan, and one daughter, Rebecca (30).

The official Government Census of 1774, records four members of the Touro family in Newport, two females above the age of sixteen and two males, one above and one under sixteen. Of these we can identify only three. The one male and one female over sixteen no doubt refer to Reverend and Mrs. Touro, while the one male under sixteen very likely refers to their son Abraham who was already born then. The other female above sixteen must have been either a sister or the mother of Reverend Touro if she was still alive.

Isaac Touro did not naturalize during his stay in Newport, (31) nor did he leave the city at the outbreak of the Revolutionary War, though he was not a Tory. (32). The services in the Synagogue continued during the British invasion, as a sufficient number of Jews remained in Newport. (33). The Jewish Community of Newport at large however dwindled down gradually and became impoverished during the war, so that by 1780, Reverend Touro, also resumed the traditional role of the Jew, and took up the wandering staff, and left Newport. He removed to New York. Here in the absence of Reverend Gershon Mendez Seixas, who had gone to Philadelphia at the outbreak of the hostilities between the colonies and the mother country, Reverend

Isaac Touro, became the Hazan of the Congregation Shearith Israel. (34). He officiated at the New York Synagogue alternately with Reverend Cohen. (35). It was here that his son Nathan was born. (36).

Reverend Touro did not enjoy his stay in New York long. He left New York for Kingston, Jamaica, before Reverend Seixas resumed his position. What caused him to do so is unknown. Tradition has it that ill health prompted him to seek a warmer climate in the West Indies. This tradition seems to be based on fact, for shortly after he settled in Jamaica, he expired his soul on January 8th, 1784 (37) at the young age of forty-six. He was interred in the "Abode of Life" in Kingston, Jamaica.

In 1814, his son Abraham, while erecting a monument on the sepulchre of his mother in the old Jewish Burial Ground in Newport, had one monument dedicated to the memory of both his father and mother, upon which are inscribed the words:—

In the memory of
the
Rev'd Isaac Touro
the able and faithful Minister
of the Congregation
Yeshuat Israel
in New-Port, R. I.,
who departed this life
on the 14th of Tebet A. M. 5544
and December 8th MDCCLXXXIII (37)
at Kingston, Jamaica,
where his remains lie buried
AE 46 years
*The memory of the just
is blessed.*

The Hebrew inscription on the same monument, which is surmounted by the Masonic emblem, translates:—

Monument
In Memory of the
learned, honored, and exalted
Isaac,
son of Abraham Touro
of blessed memory.
Reader and faithful pastor
of the Congregation
Yeshuat Israel
who was released for Paradise
14th Tebet 544, minor notation.
All the days of the years of his life
Were six and forty years.
May his soul be bound in the bands of life

REYNA TOURO

The consort of Reverend Touro was called as mentioned above, Reyna. She was a daughter of Judah Hays, and a sister of Moses Michael Hays, both prominent in the cities of New York, Boston, and Newport. Judah Hays was at one time associated with the Congregation Shearith Israel of New York. (38). Moses Michael Hays figures very prominently in the History of Masonry in America. In Newport they engaged successfully in business. To this day are preserved in the Synagogue two sets of beautiful Silver Bells, decorating the Scrolls of the Law, bearing the inscriptions, "Hays and Myer". These no doubt were the contributions of the Hays family.

After the American Revolution, Moses Michael Hays made his residence again in Boston, where he resided once before. (39). Here Hays occupied the office of Grandmaster of the Massachusetts Grand Lodge of Masonry from the year 1788 to 1792. For a long time he was the only Jewish resident in Boston.

After the demise of Reverend Touro, Reyna and her children returned to the continent and went to live with her brother in Boston. Moses Michael Hays made the life of his widowed sister and orphaned nephews and niece very comfortable. Though being the only Jewish family in Bos-

ton, they adhered strictly to the tenets of the Jewish Tradition, which imbued in the young children a strong religious feeling.

An eye witness made the following observation of the Hays in Boston, "Both Uncle and Aunt Hays (for so I called them) were fond of children, particularly of me; and I was permitted to stay with them several days and even weeks together, and I can never forget, not merely their kind, but conscientious care of me. I was a child of Christian parents and they took special pains that I should lose nothing of my religious training so long as I was permitted to abide with them. Every night I was required, on going to bed, to repeat my Christian hymn and prayer with them, or else to an excellent Christian servant who lived with them, many years. I witnessed their religious exercises, their fastings and prayers, and was made to feel that they worshipped the Unseen Almighty and All-merciful One. Of course, I grew up without any prejudice against the Jews, or any other religionists, because they did not believe as my father and mother believed." (40).

Unfortunately, it was not destined that Reyna Touro should enjoy the generosity of her brother for a long time. Nor was she to live to see her sons reach financial success and eminence. On the 28th of September 1787 she was "liberated for Paradise", at the young age of forty-four. Her remains were brought to Newport for interment, according to her last wish. Some years later, 1814, her son Abraham consecrated to her memory, the tombstone, bearing the inscription:—

M. S.
Beneath are deposited
the remains of
Mrs. Reyna,
the worthy relict of
Rev'd Isaac Touro,
who died at Boston, on the
14th of Tisri, A. M. 5548
and the 28th of September, 1787,
AE 44 years
*The memory of the Just
is blessed.*

NATHAN TOURO

Of the children of Reverend Isaac Touro, no data has come to light on his youngest son Nathan, save that he was born in New York on the first of January 1781, while his father was the Hazan of the Congregation there, and that he was initiated into the covenant of Abraham in accordance with the Jewish law, by Mr. Abrahams of New York. (41). Very likely he died as an infant.

REBECCA TOURO

Of the three other children of Reverend Touro, Rebecca Abraham and Judah, scattered references are found in various sources, which enable us to conjure a fairly concrete picture of their life. Rebecca was born in Newport in the year 1779, shortly before her parents removed to New York. As we have noted already, she was subjected to a life of wandering when quite an infant. She was scarcely five years old when her Uncle Hays in Boston sheltered her with his benign grace.

The lot of Rebecca was indeed sad almost to the end of her life. When eight years old she was orphaned from her mother; and the parental care of her uncle also ceased not long after, when he died in 1805. Her brother Abraham, who by then was successfully engaged in business in Boston, took her into his custody at this time. Her stay with her brother, which was for a little over a decade, was interrupted with his sudden death, after which she again resumed the role of the weary wanderer and went to live with the Lopezes in New York, who had formerly resided in Newport. Rebecca departed for New York in October, 1823, making her journey deliberately through Newport, to pay her homage at the grave of her parents and to the Synagogue where her reverent father officiated. (42).

To travel to New York from Boston through Newport must have been quite a task in those days. Yet the love that the early Jewish settlers, Rebecca Touro included, had for Newport was such, that there was nothing in the way to stop them from coming back at least for a day to see the city of their birth,

or else the place of their refuge. If they were unable to return when alive, their last wish was, at least to return after their demise. Many a tombstone in the old Jewish cemetery in Newport testifies to this.

Rebecca Touro's affinity for Newport is expressed in a petition to the General Assembly of the State of Rhode Island, in which among other things she writes, "The ancient members of the Hebrew Congregation once settled in Newport, having, in the course of events, been gradually decreasing in number for years past, both by death and removal from the place, the town was finally left without one of us to take upon himself the care of our Synagogue and Burial Ground". (44). In these words we can hear the echo of her craving for the two shrined relics of the once prosperous Jewish community of Newport.

Rebecca was married to Joshua Lopez, a son of the famous Aaron Lopez of Newport. The marriage was consecrated by the Reverend Isaac Benjamin Seixas of New York. Joshua was then about 60 years old, while Rebecca was about 10 years younger. It was not destined that they should enjoy married life for long. A little more than four and a half years after their marriage, Rebecca departed for the World of Eternity on December 19th, 1833, with her last wish to be interred in the Cemetery of Newport. She left no children.

Rebecca's last wish was carried out on December 23d. Two days later the Rhode Island Republican carried the news in the following words: "The Steamboat from New York, which arrived here on Sunday last, brought the body of Mrs. Lopez to be interred in the Jewish Cemetery in this town. The corpse was placed in the Synagogue until Monday morning, at ten o'clock, when the services were performed according to the Jewish Ceremony, by Reverend Isaac B. Seixas, in the presence of a large number of citizens,—thence the body was conveyed to the cemetery and interred with additional ceremony at the grave".

Unconsciously the author of the brief article adds a very significant historic note: "This is the first time for the last forty years that the ceremony of the Jews has been performed in the Synagogue".

So that the last resting place of Rebecca Touro, should not remain unmarked, her brother Judah of New Orleans, had a beautiful but simple monument erected on her grave, with inscriptions in English and in Hebrew, to the following effect:

Sacred
To the memory of
Rebecca Lopez,
wife of
Joshua Lopez
and daughter of the
Rev. Isaac Touro
Late of this Town.
She departed this life
much esteemed and respected
in the City of New York
on the 19th Tebet A. M. 5594
it being the 19th December, 1833
of the Christian Era
Aged 54 Years

The Hebrew inscription translates:

Monument of the Burial Place
of the esteemed and modest woman
Rebecca, wife of Joshua Lopez and daughter
of Isaac Touro, Minister of this City
liberated 19th Tebet 594, minor notation,
And all the days of the years—fifty-four.

The monument also bears the testimony:

Erected by
Judah Touro, Esq.
of the City of New Orleans
To the memory of
A Beloved Sister.

XIII. ABRAHAM TOURO

Abraham Touro was the oldest son of Reverend Isaac and Reyna Touro. He was born in Newport in the year 1774, at the time when the city had reached the climax in its commercial developments, and the spiritual life of the city was very fruitful as well. In accord with good Jewish custom he was named after his paternal grandfather Abraham. Reverend Touro was very scrupulous in giving his son, who bore the name of his father, a thorough religious education and a fine bringing up; he imbued him with the ethical and human principles of the Jewish religion as taught by the Prophets and Rabbis of old. Unfortunately the pangs of war and ill health forced his parents to move about, in which little Abraham had to join. This, and the early death of his father, meant that his father's influence upon his life was of only a short duration. Yet it was sufficient to shape his character and give impetus to his noble deeds, which he manifested when it pleased good fortune to favor him.

Abraham was but nine years old when his father died at Kingston, and when, together with his mother, brother, and sister, he went to live with his Uncle Moses Michael Hays, in Boston. We have seen how living in the house of his uncle could have no other effect on the lad than to encourage him to grow up with a strong Jewish religious spirit, ardent patriotism, and to become a devoted citizen, and above all, a liberal minded and humane man, living his life to benefit others, and to help in need, irrespective of color, creed, or race. It is due only to the overshadowing fame of his brother Judah, who survived him by over 30 years, that posterity gives so little attention to the equally great character and man of good deeds, Abraham Touro. And it is also because of this, that few biographical details have come down to us of this exalted son of Israel.

The life of Abraham Touro is indeed not rich in dramatic events, which as a rule, is associated with all men of fame. His life was more filled "with slings and arrows of outrageous fortune." The only dramatic event in his biography was his tragic death, which just as another example of

the irony of fortune, came when he was already favored with wealth.

When quite young his uncle Michael Moses Hays, who had recognized his business ability, set him up in business for himself, at which he was very successful. Honesty contributed to this success. It was therefore little trouble for Abraham to take care of his sister Rebecca after their uncle passed away. The accumulation of wealth did not make him indulge in unnecessary luxuries. He continued to live a simple, unassuming life, traditional in his family. He expended much of his money on various institutions, without much publicity, or any desire to popularize it, but in the true spirit of charity. It was only after his death that some of his outstanding gifts of charity have been published.

Some reference to his beneficent offerings during his lifetime have come down to us. From the nature of some of his bequests we can read the character of the donor. When the Congregation Shearith Israel of New York resolved to build a new and bigger Synagogue, not for display, but "to render our place of worship more suitable in which to offer our prayers and thanksgivings to the Great Dispenser of events", (45). Abraham Touro of Boston was the largest contributor towards this cause. With him, two other gentlemen offered liberally, but not to the extent of Touro.

From a letter by Moses B. Seixas, the Clerk of the Congregation at the time, written on August 26, 1818, to one of the donors, we learn "That the very liberal offerings made toward the building of the new Shool (Synagogue) by Messrs. Naphtali Judah, Harmon Hendricks, and Abraham Touro entitle them to the lasting gratitude of the Congregation, and in order to transmit to posterity the knowledge of so much liberality, Resolve that, during the lives of Naphtali Judah, Harmon Hendricks, and Abraham Touro, a *Misheberach* (An invocation of blessing) be made for them separately, by the Hazan on the eve of every Kippur and also on the anniversary of the dedication of the New Shool before the taking out of the Seapher (Holy Scroll of the Law), and, after their demise an *Escaba* (The Prayer recited in memory of the dead) shall be made for them on every Kippur evening, on the anniversary of the consecration of the New

Shool, on the anniversary of their demise and on the Sabbath succeeding the same." (46).

Abraham Touro was not very talkative. From the few letters left from his pen it is to be seen that, while all of his contemporary letter-writers were longwinded and endless, he confined himself to as few words as possible under the circumstances. He was brief and concise, to the point, clear and effective.

To a similar communication addressed to him by two clerks of the Congregation, as to the other donors, Abraham Touro responded on August 31, 1818, from Boston, in the following words: "Your very esteemed favor of the 27th Instant, with the vote of the Committee's report, together with the resolution of the Trustees of the Congregation Shearith Israel, was duly received, and, for the Contents, please accept the thanks of him who feels gratefull for their attention to his name—and have the goodness to tender those Gentlemen my affectionate regards, and may the father of mercy who takes care of us all, be mindful of them and all their undertakings, is the wish and prayer of the writer—with respect, Your Obt. Hble. Srt." (47).

From the Minutes of the Congregation of July 24, 1819, about a year later, we learn that the gifts of Abraham Touro continued to flow to the various chests of the Synagogue. Relative to these gifts, it is not the donation itself which is important, but the stipulation of how these donations were to be used is of utmost significance, and reveals the noble character of the man. The following is the official record "\$500 as a Loan for the time of 10 Years, on condition that the interest on the above five hundred Dollars be accumulated yearly on the same space of 10 Years unto a Permanent fund—and the Interest arising from Same fund Shall then be appropriated to the interment of poor and Necessitated of Israel. \$250 on the same Condition as above, in the Interest arising from the acomulated fund Shall be applied to the Socur of Poor Sick Israelites.—\$250 on the Same Condition that the Interest on the Acomulated fund to be applied to the Education of poor children of Israel in the Holy Land." (48).

In his will Abraham Touro left to the Congregation

Shearith Israel such numerous and generous bequests that, in Compensation for all this, he was well deserving of the Resolution that the Board of Trustees of the Synagogue passed on July 26, 1873. "In order to express the gratitude of the Congregation for the liberal bequests of Mr. Abm. Touro, it is resolved that a tablet be placed in a suitable part of the synagogue with an inscription thereon in honor of his memory and as a practical consideration of his liberal bequest and that the same be executed under the direction of the board:

Resolved that the name of Mr. Touro be placed on the list for perpetual Heshcaboh, at the usual times and also that a separate Heshcaboh be made for him on the afternoon of Kippoor (Day of Atonement) for ever". (49).

This resolution did not remain on paper. It was carried out to an iota, and the Tablet erected by the Congregation in the Synagogue pays tribute, well deserved, to the memory of a just man. It reads:

In everlasting memory be the charity of
Abraham Touro
Who gave ten thousand dollars
To this holy congregation.
He died 3 Heshvan, 5583.
"Wealth and riches are in his house,
And his righteousness stands for ever."
Erected
by the Trustees of this Congregation
to the Memory of
Abraham Touro
whose practical efforts to cherish
the Religion of his Fathers', were only
equaled by his munificence which
showered its Blessing
without sectional distinction

To this day the grateful Congregation commemorates the name of Abraham Touro annually on the anniversary of the consecration of the second Mill Street Synagogue.

Like the rest of his family, Abraham Touro's affinity to Newport was great to the very last moment of his life. During the latter part of the summer of 1822 he had a brick wall built around the old Cemetery at a cost of a thousand dol-

lars. Previous to this the Burial Ground was surrounded by a delapidated and tumbled-down wooden fence, which was badly decayed because of time and neglect. In his precise manner Abraham Touro wrote to Stephen Gould, who was in charge of the Historic Relics of the Jews, on the 22nd of June, "I hope by this time the work is completed, and done to please all, I mean you and myself, if it should turn out that it is not finished, I wish you would have it done soon, or let me know when it will be." (50). Abraham then concludes the letter by saying: "If any friends call on thee for the keys to see the places, you will have the goodness to attend them, or let them have the keys with their promise to close all again and return them to you."

By this time the Synagogue and Cemetery have become already museum objects of observation, rather than places where the Jewish Ritual is performed. Stephen Gould, who promptly responded to this letter of Abraham Touro, received another communication from the latter only three weeks later. From this letter it is to be seen that the work was well finished by this time. It was probably the last thing Touro wrote. In it he writes "Your esteemed favor, by friend Jones, was handed me, which contents please accept my thanks for your attention. I only have to remark as respects the covering the top of the wall, I shall leave it to you and better Judges, only don't take off the top stone, why will not a (sic) on the wall (sic) & it, which will answer all effect I think, but do what you think best, but have it done. I don't know but what I shall come to see it after you have it finished." (51).

Unfortunately Abraham Touro was right in his last remark. Instinctively he expressed the future. He did not come to see the wall around the Burial Ground, when finished, because, before he was able to do so, he was gathered unto his fathers. He met with a tragic accident which ended in his death on Friday, October 18th., 1822. His last wish was to be interred in the Jewish Cemetery in Newport. Upon his deathbed he granted a legacy for the repair and perpetual upkeep of the Synagogue, Cemetery, and street leading up to them, in Newport, the city of his birth, and the city he loved.

The last wish of Abraham Touro was promptly carried out and, on Sunday, October 20th., he was respectfully interred near his mother in the old Jewish Cemetery. The funeral was not elaborate. He was interred in a simple and quiet manner, symbolic of the simple and quiet life he led.

A few days later, when the Newport Mercury appeared on October 26, it featured the following news item:

"Died at Boston, on Friday, the 18th., inst., Abraham Touro, Esq., Merchant, aged 48 years,—a gentleman whose urbanity of manners, and hospitable disposition had secured him esteem and respect of all who were personally acquainted with him. His death was occasioned by an accident. While viewing the military parade at Boston on the 3rd instant, in a chaise, his horse was frightened by firing of artillery, and became unmanageable, and in leaping from the carriage, fractured his leg so severely, that, notwithstanding the best surgical aid, a mortification ensued which terminated his existence in this world. Mr. Touro was a native of this Town.—Besides several gifts and remembrances to private individuals, amounting, it is said, to upwards of 10,000 dollars, he has bequeathed 80,000 Dollars to the following institutions:

Massachusetts General Hospital \$10,000; Boston Female Asylum \$5,000; Asylum for Indigent Boys \$5,000; Humane Society \$5,000; Synagogue of New York \$10,000; Synagogue —this town \$10,000.

"The remains of Mr. Touro were brought to this Town, and, on Sunday last, (Oct. 20) was respectfully interred in the Jewish Cemetery."

Abraham Touro died unmarried. At the time of his death, we noted already, the Synagogue was closed. It was his earnest desire to see the revival of the Jewish Religion in Newport and the Synagogue kept up for such purpose. His vision did not realize until more than a half century later. But, were it not for his foresight, I doubt whether the Synagogue would have survived to the time when some Jews began to settle in Newport again, towards the end of the last century.

The grave of Abraham Touro was properly marked by a Tombstone having the following inscription:

Erected
 To The Memory of
 Abraham Touro,
 of Boston,
 Son of Isaac and Reyna Touro;
 Who Was Suddenly Taken From This Transitory
 State in the 48th. year of a Happy and Useful Life
 Deeply Lamented by His Afflicted Relatives
 And Innumerable Friends
 Distinguished and Esteemed In those Virtues
 And Good Qualities Which Exalt The
 Character of Man.
 He was Interred in this place by His Own Desire,
 on the 20th., of October.
 1822.

The Hebrew Inscription on the Monument translates as follows:

"Fear not, Abram, I am thy shield, thine exceeding great reward"
 Monument of the Burial Place
 of the Worthy and Esteemed Abraham, son of
 The Sweet Singer of Israel, Isaac Touro, of blessed memory,
 Liberated in good repute, for his eternal home
 In the World reserved for the righteous
 In the City of Boston,
 In the forty-eighth year of his life, on the sixth day
 In the month of Cheshvan, of the year.
 "A good name is better than fragrant oil, and the day of death
 is better than the day of one's birth." 67
 Minor Notations
 May His Soul Be Bound in the Band of Life".

XIV. JUDAH TOURO

The only pride Judah Touro, the second son of Reverend Isaac Touro, ever displayed; the only occasion on which this weakness ever overcame him, was when he referred to the fact that his entrance into the world was greeted by the thunder of artillery, fired in honor of the Declaration of Independence, issued by the Continental Congress, and that his birth was contemporaneous with that of the republic, of which he was a worthy and patriotic son. Judah Touro was born on June 16, 1775, in Newport. Of his childhood days we don't know any more than we know of his brother, Abraham. They could not have been any different. As a son

of a minister, it goes without saying, that he was imbued with a strong religious spirit, which he exhibited later in life. Under the influence of his uncle Moses Michael Hays of Boston, where he spent his childhood and his youth after his father died, he became an ardent patriot, very liberal minded, and philanthropically inclined.

Together with his brother Abraham, Judah was brought up by his uncle on a business career, and, when only 23 years old, his uncle sent him as supercargo of a valuable shipment to the Meriterranean. This was in the year 1798, after the Coup de Etat, of Napoleon, in France, and during the time when hostilities existed on the sea between France and the United States. The ship in which Judah Touro sailed became involved in a desperate conflict with a French privateer, and, after much struggle, emerged triumphantly, and returned home safely, after a prosperous voyage. (52).

This event was made the occasion for the development of the entire plot of the biographical novel, "Judah Touro", written by Moses Wasserman. The author makes Judah Touro master the French language, and speak to Napoleon to free a political prisoner who is a descendant of a family in Spain, who had at one time in the past saved the Touro family from the Spanish Inquisition. Judah Touro does this because of a tradition that he had received from his father before his demise. As Touro wins the favor of Napoleon by his wit, and is unable to save his unknown friend, he falls in love with the only daughter of this friend, whom, together with her father, he brings back to America. Judah's love for the girl is thwarted by a number of events which are too numerous to catalogue here. There can be no doubt that all this was mere fancy of the novelist. I am mentioning it here only to show how posterity is very anxious to incorporate dramatic elements, especially of love, in the biographies of its heroes, even if it is necessary to invent them.

Another story goes that Judah became involved in the "meshes of love", and it was thwarted by poverty. Still another tradition has it that he formed a romantic attachment to his cousin, Catherine Hays, but their near relationship precluded their marrying. This last tradition is taken as history by all.

We know no more than, that for reasons unknown, Moses Michael Hays, dismissed Judah from his employ, and that after staying with a friend for a short while, he decided to leave Boston and seek his ventures elsewhere. He decided to go to New Orleans. (53) .

In October, 1801, Judah Touro set out to sail to New Orleans which was then still in French possession. (54). He did so it seems, on the advice of many of his associates, and very likely on the inducement to seek his fortune in the newly rising commercial city, which was very promising. He arrived in New Orleans in February, 1802, after a long and tiresome voyage, during which he suffered so much that, he resolved never to ride a boat again. It is interesting to note, that, although entrusted with a boat on a voyage to the Mediterranean in his early age, and engaged in shipping business later in life, Judah Touro kept his resolution steadfastly, and never even came on board his own vessels while visiting in the harbor.

At the time Judah Touro landed in New Orleans, the town had from eight to ten thousand inhabitants, and its population was increasing in leaps and bounds, as the years rolled by. This proved a very fruitful place for the energetic Judah. He immediately opened a small store on St. Louis Street, where he began a growing and profitable trade in soap, candles, codfish, and other exports of New England. His integrity secured him a large trade. His business was very prosperous, and in a short time he accumulated some money, which he invested in real estate and ships, all of which advanced in price very rapidly. Before long, he amassed a great fortune.

As a rule, when one accumulates a fortune, he changes his mode of life, and begins to lead a life of luxury and extravagance, if he was not able to do so before. This was not the case with Judah Touro. He continued in his business, which he enlarged, gradually, only to accommodate the increase in the trade. He never indulged in wild speculation nor did he ever turn aside from his regular line of business. He conducted his mercantile enterprises in strict honesty, worked hard, was very regular in his attendance to the busi-

ness, and gained the confidence of all who dealt with him. This contributed no little to his success.

Judge Walker, who knew Touro personally, at New Orleans, gave a true character sketch of the man, as only an eye witness can do. Among other things he said, "How little of the hero, or great man, was there in the simple, humble aspect of that timid, shrinking old man, who was wont to glide so silently and diffidently through the street, with his hands behind him, his eyes fixed on the pavement, and his homely old face, wrinkled with age, but replete with expression, of gentle kindness and benevolence." (55).

It seemed that the more he gave the richer he became. But he made sure that no publicity should be given to his charitable gifts, which he distributed because of his love to fellow man. As Walker put it, "He deprived himself of all other luxuries in order to enjoy, and gratify, with keener relish, and greater intensity, his single passion, and appetite, to do good to his fellow man. . . . His only art and stealth were displayed in the concealment of his benefactions."

In connection with this noble characteristic of the man it will not be out of place here to quote a letter written by Judah Touro to the Redwood Library in Newport, on November 27, 1843. He addresses the secretary of the library, Mr. Robert J. Taylor, in the following words: (56).

"Sir: I have to acknowledge the receipt of your letter of the 17th. ult., conveying to me a vote of the Redwood Library and Athenaeum Company, admitting me as an honorary member of that Institution.

I have long since declined honors of any kind from my fellowmen; but in this case, coming from the place of my birth, a place ever dear to me, I accept the honor of membership; with an assurance to you of my sincere wishes for the prosperity of the Redwood Library, and of the town of Newport.

Sometime since I learned from my friend, R. D. Shepard, that the portico of the building of the Library was in a rather delapidated state.

It was then my intention to have made a donation for the purpose of aiding in repairing it, and I now have much pleasure in fulfilling that intention, by herewith annexing you a check on the Atlas Bank in Boston for one thousand dollars, which the Company will please receive and appropriate to that purpose or any other purpose they may deem most useful for the interest of the Library.

I have also been informed of the defective state of the sidewalk

from the head of Touro Street to the Library; it would be pleasing to me to know that the same were put in good order, by having the sidewalks flagged and curbed, and the street graded. If the Company will undertake to have it done in a plain, substantial manner, I will with pleasure pay the cost, on being apprized of its amount.

I will be much obliged to you for not giving any publicity to the above communication, and remain

Very respectfully,

Your obedient servant,

J. TOURO.

This letter besides showing his conscientious desire to have benefactions concealed, and not given any publicity at all, also shows Judah Touro's love for the city of his birth, of which we will speak presently.

To return to his earlier career, we must not eliminate the only dramatic event in the life of Judah Touro, which is associated with his patriotism for the United States. This event occurred during the memorable defense of New Orleans by Andrew Jackson in 1814-15, and is recorded by a contemporary author. Judah Touro enlisted as a common soldier, and performed all such severe labors as was required of him. On January 1st, 1815, he volunteered his services to carry shot and shell from the magazine to Humphrey's battery, from where the defense of the city was staged. He engaged in this humble and very dangerous task, amidst a cloud of iron missiles which flew around him, while many stout-hearted soldiers, sought shelter in the embarkment. The British cannonade was unable to stop Judah Touro from performing his duty, which once he undertook to perform he knew no danger. But while engaged in this perilous duty, he was struck on the thigh by a twelve pound shot, which tore out a large mass of his flesh, and produced a dangerous wound, and left him unconscious on the battlefield.

At the same time, when Judah Touro enrolled voluntarily in the army, and was attached to the regiment of the Louisiana Militia, a very intimate friend of his, Rezin D. Shepherd, followed suit, and became attached to Captain Ogden's Horse Troop. Touro and Shepherd were devoted friends, and their intimacy was great, to the point of romance. They were both enterprising merchants in New

Orleans, Shepherd having come there about the same time as Touro, in the beginning of the century. They both lived under the same roof, and were separated only by death.

Fortune had it so, that Shepherd became the aide of Commodore Patterson, and was assisting him to erect his battery on the right bank of the river, in the defense of the city, from that position. While engaged in this task, Shepherd crossed the river to procure two masons to do some work on the Commodore's battery. This was on January 1st, 1815. The first person Mr. Shepherd saw on reaching the other side of the river was Reuben Kemper, who told him that Touro was dead. Upon this Shepherd forgot about his mission, and rushed to the place, where Touro was lying in a dying condition. It was near a wall of an old building that had been demolished by the British, in the rear of Jackson's headquarters. Dr. Kerr, who was dressing the wounds, nodded with his head, indicating that there was no hope for him. Shepherd not discouraged by the doctor's opinion procured a cart, brought Touro to the city, while on the way he kept him alive with brandy. He brought him to the house, and procured some devoted women who had volunteered their services to help Jackson's wounded, to take care of him, and thus Touro was nursed back to health. It was not until late in the day that Shepherd was able to leave Touro and go and perform the important duty confided to him. When he returned afterwards to Patterson's battery, late, the Commodore was filled with anger at Shepherd's neglect of his military duty, but was soon appeased when the latter frankly exclaimed, "Commodore, you can hang me or shoot me, and it will be all right; but my best Friend needed my assistance, and nothing on earth could have induced me to neglect him." (57). Commodore Patterson appreciated the feeling of Shepherd's aid to his friend, and thought no more about the incident.

Touro alluded to this event and his undying friendship for Shepherd, in his will in the words "And as regards my other designated executor, say my dear, old and devoted friend, Rezin Davis Shepherd, to whom, under Divine Providence, I was greatly indebted for the preservation of my life when I was wounded on the 1st of January 1815, I hereby

appoint and institute him, the said Rezin Davis Shepherd, after the payment of my particular legacies, and the debts of my succession, the universal legatee of the rest and residue of my estate."

Judah Touro survived the event of his dangerous wounding by thirty-nine years, though not always in the most perfect health. During these years, his philanthropic deeds increased with his wealth. When in 1833, the Congregation Shearith Israel of New York, which was assisted liberally before by his brother Abraham, found its Synagogue inadequate for their present needs, they addressed a letter to Judah Touro for assistance. When some poor wandering Orientals were applying to several rich men of New Orleans to help them raise funds for the relief of the persecuted Christians in Jerusalem, and their appeal was in vain, some frivolous gentlemen, humorously suggested that they turn to Mr. Touro. The Missionaries, acting upon this suggestion, applied to Mr. Touro for a contribution to help them rebuild their church in Jerusalem. They soon returned to thank that frivolous gentleman for directing them to so "liberal a Christian". Touro subscribed two hundred dollars to the cause.

When a poor widow, with several children, and all her means exhausted, threatened by the landlord, to be ejected from her tenement, and without a cent to buy any food or clothes, called on Mr. Touro for assistance, he filled out a check and asked her to go and draw it at once at the bank. She complied with his request. But how astonished was she when the teller in the bank refused to honor the check. Whereupon she returned to Mr. Touro's store, with a heavy heart, remarking in shame and indignation, "It ill becomes a rich man to subject a poor widow to insult and mockery." Touro, who was singularly astonished at this woman's remark exclaimed, "but my dear madam, it is all I can give you today; it is all I can spare now." "But the bank officer refused to give me anything for it," came back the poor woman. "Oh, I see," said Touro, "I'll send my clerk with you to the bank and you will get the money." Little wonder the teller hesitated to pay the check for one thousand dollars to so poor looking a woman.

These are but a few of the many more interesting incidents of philanthropic deeds associated with Touro which if retold would fill a volume. We cannot, however, resist the temptation of alluding to two more incidents before we conclude our survey.

A Christian Church in New Orleans, of which Reverend Dr. Theodore Clapp, an eminent Universalist divine, was minister, found itself in serious financial difficulties. Some money had been raised to reduce the debt, but it was not sufficient to save the church from the auctioneer's banner. Judah Touro appeared on the scene of the sale, and overbid every holder, purchasing the church building at his offer. When someone suggested that he would be able to erect profitable business buildings on the site of the church edifice, Touro angrily exclaimed, "I am a friend to religion and I will not pull down the church to increase my means." He then presented the keys of the church to Dr. Clapp and informed him, that he could continue to worship God in his own way as long as he desired, and as long as the edifice would exist, without fear of anyone. And when the church was later destroyed by fire, Mr. Touro headed the subscription list for a new church, with a donation that exceeded all others.

The other famous illustration of Judah Touro's philanthropy, as well as patriotism, is that of his association with the Bunker Hill monument, which in a measure is responsible for his lasting fame. Reading in a newspaper that Mr. Amos Lawrence had pledged himself to give ten thousand dollars to complete the monument on Bunker Hill, which had been contemplated for a long time, and which erection had been thwarted because of lack of funds, providing any other person could give a like sum, Judah Touro dispatched a check for ten thousand dollars to the committee with his compliments, asking them as a matter of course not to give the subject any publicity. The directors upon receipt of this noble donation resolved that they "receive the contribution of Mr. Touro with sentiments of deep and grateful respect, considering it as a testimonial of his regard for the principles and the content for which, and its successful issue, the monument is intended to commemorate, and his affectionate

recollection of the friends of his youth, and the place of his early residence." (58).

Such a contribution, and given in such a manner, could not have very well escaped attention at any desire of the donor. And so on the occasion of the dedication of the monument in 1843, in the presence of the President of the United States, and Daniel Webster, as orator, the generosity of Judah Touro was commemorated by the presiding officer in the toast which has since become famous.

"Lawrence and Touro, united names,
Patriarch and prophet, press their equal claims,
Christian and Jew, they carry out one plan,
For though of different faith, each in heart a man."

G. W. Warren, the historian of the monument, alluded to the above, gave the following appraisal of Touro's character: "He was one of the smallest of all classes, into which mankind can be divided, of men who accumulated wealth without even doing a wrong, taking advantage, or making an enemy; who became rich without being avaricious; who deny themselves the comforts of life that they may acquire the means of promoting the comfort, and elevating the condition of their fellow man". (59)

The generosity which Touro manifested in philanthropy, motivated his attitude toward slavery. It was his hobby to purchase slaves and free them. The negroes who waited on him in the house of his life-long friend, Shepard, with whom he lived, he all emancipated, and supplied them with means to establish themselves respectably in life. He, himself, never owned more than one slave, though, in his business enterprises, he was enabled to increase his treasures by enormous sums had he engaged in slaves. But this was against the principles of his character, and his religion. The one slave he had, after he trained him for a business career, he gave him his freedom, and a handsome sum of money to buy a business place, which he did, and lived comfortably and independently all his life.

Judah Touro, in a way, was scientific in his acts of charity. He helped more in a sense of establishing the bene-

factor, than in just giving him an alm. His charitable bequests in his will are calculated to that effect. It may be noted here that Touro was very careful not to cause any inconvenience to his benefactors. Only two weeks before his death, in making his last will, at an old age of 79, he was careful to include in the famous document, a paragraph which reads to this effect: "It is my wish and desire that the Institutions to which I have already alluded, in making this will, as well as those to which, in the further course of making this will, I shall refer, shall not be disqualified from inheriting my legacies, to them respectively made, for reason of not being incorporated, and therefore, not qualified to inherit by law; but, on the contrary, I desire that the parties interested in such institutions, and my executors, shall facilitate their organization as soon after my decease as possible, and thus render them duly eligible by law to inherit in the premises, according to my wishes". His noble mind was not marred, even by age. We have referred already to Judah Touro's affinity to the city of his birth, Newport, in the letter to the Redwood Library quoted above. In this respect he shared the feeling with the rest of his family, who all requested, as a last wish, to be interred in the old Jewish Cemetery, of Newport. Judah Touro, in his methodical manner of doing things, included this wish in the very beginning of his will. He said there, "I desire that my mortal remains be buried in the Jewish Cemetery in Newport, Rhode Island, as soon as practical after my decease." His love of Newport was exhibited at a much earlier date. When a resident on Bellevue Avenue near the Cemetery, remarked to a friend of Touro, "that it would be a commendable act on the part of Mr. Touro were he to enclose the burial ground with a noble wall of granite, as the then present brick wall was in a decayed state", (60), it did not take very long after that before a beautiful granite wall replaced the old brick one, at a price of \$12,000, which was enormous at that time.

His gifts to Newport did not include the Synagogue and the Cemetery only. He bequeathed to the City of Newport, \$10,000 for the purchase of the "Old Stone Mill", to be kept as a public park or promenade ground,"; and to the Redwood Library, with equal generosity. In his will, where he

distributed upwards of half a million dollars to charitable purposes, two-thirds of the sum was contributed for non-Jewish purposes. He knew no difference between race, colour, and creed, though to his last he remained an ardent observer of the Jewish faith.

Reverend Clapp, in recalling the generosity of Touro, once remarked, "Mr. Touro gave more to strangers than to his brethren. With generous profusion he scattered his favors broadcast over the wide field of humanity. He knew well that many of the recipients of his bounty hated the Hebrews, and would, if possible, sweep them into annihilation". (61).

Judah Touro's philanthropy was not confined only to this continent. He was one of the earliest Zionists. In his last will he stipulated "It being my earnest wish to cooperate with Sir Moses Montifiore, of London, Great Britain, in endeavoring to ameliorate the condition of our unfortunate Jewish Brethren, in the Holy Land, and to secure to them the inestimable privilege of worshipping the Almighty according to our religion, without molestation, I, therefore, give and bequeath the sum of fifty thousand dollars. . . ."

In the enthusiasm with which one speaks of Judah Touro, one can not resist the temptation of referring, at least, to some of his noble deeds which can fill many a page.

In the limited scope of this paper it will be necessary to conclude here.

On the 18th of January, 1854, the venerable philanthropist was gathered to his fathers, at the age of 79, amidst the lamentation of the entire population of New Orleans. The Newspapers, and the pulpits, eulogized him and paid just tribute to his virtues, much of which he would have objected to during his lifetime. Judge Walker, a resident of New Orleans, at the time, remarks, "No man ever died in the city who was more universally regretted, or whose memory will be more gratefully preserved." The death of Judah Touro was not only regretted in New Orleans, where he resided over half a century, but in every nook and corner of the United States.

Judah Touro never married and he died childless.

According to his will his mortal remains were brought

to Newport for interment, on June 6, of the same year. His body arrived in Newport on the steamer "Empire City", and was conveyed to the Synagogue, and placed before the altar, at which the father of the deceased ministered more than eighty years before. On the coffin were placed two candles, which burned until the Funeral Service was over.

The best record of the Funeral is found among the City Documents, of 1854, written by an eye observer. I will, therefore, let it speak for itself:

"The funeral of the late Judah Touro was solemnized same afternoon; the procession was the longest which has been seen here for many years. The streets were crowded with people, the stores all closed, and the bells tolled. About one hundred and fifty Jews were present from various parts of the country.

The City Council assembled at the City Hall, and marched in procession to the Synagogue, the gallery of which was already densely crowded with ladies, and there were thousands on the street who could not gain admission. The coffin stood in front of the reading desk.

Soon after the arrival of the city government, the Rabbis and other Jews came in procession, the former taking seats in the desk. As soon as the Synagogue was filled, the doors were closed, and thousands remained outside, until the ceremonies were concluded.

The services were conducted by the Rev. J. K. Gutheim, of New Orleans, in Hebrew and English. In his address, which was excellent, he paid a glowing and eloquent tribute to the memory of the departed.

The following clergymen were present: Rev. Dr. Raphall, Rev. S. M. Isaacs, Rev. Ansel Leo, Rev. J. J. Lyons, of New York, Rev. J. K. Gutheim, of New Orleans, Rev. Joseph Sachs, of Boston, Rev. Isaac Leeser, of Philadelphia, and Rev. H. A. Henry, of Buffalo,—nearly all of whom were in their robes. Delegations of Jews were present from Boston, Hartford, New Haven, New York, Buffalo, and Philadelphia, to all of which places Mr. Touro made bequests. At the conclusion of the services at the Synagogue, the procession was formed in the order:—Rabbis and Jews from abroad; City Marshal; Mayor; City Clerk; City Treasurer;

Board of Aldermen; City Sargeant; President of Common Council; Clerk of Common Council; Common Council; Redwood Library Corporation; preceded by the President and Directors; Protective Company No. 5; Citizens and strangers.

It moved through the streets, as previously announced, to the Cemetery, where the remains were consigned to their native dust. The Rev. Mr. Leeser delivered a very appropriate and eloquent address. After the coffin was deposited in the grave, the Rev. Mr. Isaacs deposited upon it a quantity of earth which was brought from Jerusalem for the purpose, at the same time uttering a few appropriate remarks. Prayers were then offered at the graves of the members of the family.

This closed these interesting and mournful ceremonies, and there was laid in the grave the last, we believe, of the Touro family." (62).

The day before the funeral, on June 5, 1854, the city officially resolved: "Whereas, the late Judah Touro, of New Orleans, by his munificent donations and bequests to this city and various institutions within its corporate limits, has warmly and particularly manifested his attachment to the place of his nativity, and whereas the mortal remains of the said Judah Touro will arrive here tomorrow morning for their final sepulchre—therefore—

Resolved, that the Executors of the said Judah Touro, and such of the members of the Jewish faith as may accompany his remains to the city, be, and they are, hereby invited to become the guests of the city during their stay here.

Resolved, that His Honor the Mayor be, and is, hereby requested to extend this invitation, as above provided for."

And, on September 5, 1854, Mayor William C. Cozzens reported his success in purchasing the old Stone Mill, and the land surrounding it, with the intention to convert it into a Public Park, to be named Touro Park, in honor of Judah Touro, as he had written in a letter previously, to the executors of Judah Touro's will. (64). On this occasion the Mayor expressed his sentiments in the following words:—"I congratulate our city upon this happy result, and trust that this beautiful site, with its hallowed associations, may

be enjoyed by the Citizens of Newport for ages to come; and the name, and I hope, the statue of the benevolent Israelite, by whose magnificent donation it has been principally achieved, may be forever associated with it." (65).

The Mayor's wish to have the statue of Judah Touro adorn the park was never realized, though a movement to that effect was once started. The last resting place of Judah Touro, however, was adorned with a beautiful Monument of Quincy Granite measuring 13½ feet from the ground to the point of the obelisk. This monument was erected by his never-forgotten friend, R. D. Shepherd, who also attended his funeral, coming up from New Orleans for that purpose. In the lower base of the monument, which is six foot square, there was deposited a copper box containing the weekly newspapers of Newport, New York, and Boston, a copy of his will and a coin of the year. (66). To this day the monument stands unimpaired, having lost nothing of its original grandeur, because of the wear of time, and exposure to the elements of nature. It bears the inscription in English and in Hebrew.

To the Memory of
Judah Touro
Born Newport, R. I., June 16th., 1775,
Died New Orleans, La., Jan. 18, 1854
Interred here, June 6.
The Last of his Name,
He inscribed it in the Book of
PHILANTHROPY
To be remembered forever.

The Hebrew translates:

To the Memory of
Judah, son of Isaac Touro
who departed for the world of eternity
on Thursday, the 19th of Tebeth, 614, minor notation,
in the 79th year of the days of his life
And was interred on Tuesday, 10th., Sevan, 614, minor notation,
May his soul be bound in the bands of life.

By righteousness and integrity he collected his wealth
In charity and for salvation he dispensed it.

With the demise of Judah Touro the last of his name, passed away from the transitory mortal world. Yet the name Touro became immortal. In reviewing the Epic of the Touroes in Newport, we noticed that in general their lives were not marked with brilliant achievements and dazzlingly striking incidents, which are usually associated with human greatness. Their voices were not heard on the battlefields, or in the Halls of Legislation. Neither did their names fill the columns of the Newspapers of the day. Yet when the Reverend Doctor Gutheim of New Orleans, eulogized the deceased Judah in the Newport Synagogue he expressed a note of prophecy:—Years will roll on, another generation will succeed us, many a name now shining in the meridian of its glory will be forgotten and unknown; yet the name and memory of Judah Touro will ever live in the hearts of posterity. Through the length and breadth of this country, the name of this philanthropist will ever be coupled up with the beautiful words of Scripture—"The memory of the just will be for a blessing,"—"The fruit of the just is a tree of life."

More than a half century after these words were uttered, the Congregation Jeshuat Israel of Newport, honoring the name of Touro, by erecting a Memorial Tablet to the memory of its first Minister and his two sons Abraham and Judah inscribed it with the words of Scripture: 'The fruit of the just is a tree of life.'

It seems that posterity remembers only its heroes who have benefited humanity without egoism or personal pride. Again it seems that one does not gain immortality by virtue of political power, strength or might, but by virtue of noble living.

Such was the life of the Touroes. The heart of every Touro was instinct with benevolence and human love. Sublime goodness characterized their action and exalted virtue adorned their lives. In their charity they knew no difference between race, color, or creed. In their friendship they knew of no sectional or sectarian boundaries. Modesty and humbleness were the virtues of each Touro. They delighted in doing good to others, and in making them happy, without anybody knowing it. The Spirit of Religion penetrated their souls, and the Spirit of God motivated their action.

The Touros, with their benevolence, generosity and noble living, erected to themselves numerous monuments more durable than moulded bronze or chiseled marble, which the gratitude of others may raise. The lives of the Touros teach us a lesson of true wisdom, and it should cause us to emulate their devout aspirations.

The stories of the lives of great men, who have passed down in the annals of History for posterity, have no meaning unless they can teach us something which should benefit us and those around us. In the Divine plan of the Universe there must be a purpose to every life. The Touros lived, to teach us, that a person coming to this world should manifest such qualities, that make the world a nicer and better place to live in, after he is gathered to his fathers. The Touros lived to teach a lesson of immortality.

NOTES

Abbreviation: P—Publications of the American Jewish Historical Society.

S—The Literary Diary of Ezra Stiles. Edited by F. B. Dexter.

1. The Jewish Cemetery at Newport: Henry Wadsworth Longfellow.
2. P.VI:78, X:13, and others. 3. P. XXIX:17. 4. P. XVI:140 note.
5. A Synopsis of the History of the Jews of Curacao: Rev. Joseph Corcos, quoted in P. X.
6. S. I; II:note 2. 7. Ibid. 8. S. II:29. 9. P. XVI:25, XXIX:14, 24. S. I:395 ff.
10. Ezra Stiles and the Jews: Rev. W. Willner in P. VIII:120 ff. 11.S. I:37.
12. P. XXIX:35. 13. Ibid. 14. Ibid p. 24. 15. Quoted in P. X:142. Cf Ibid pp. 156, 157. 16. The Mill Street Synagogue of the Congregation Shearith Israel: Rev. D. de Sola Pool, Ph.D. p. 3.
17. R. I. Hist. Mag. Vol. VI, article The Jewish Cemetery of Newport: Rev. Dr. Abraham Pereira Mendes. 18. P. XIX article The Jew and Masonry in the United States Before 1810: Samuel Openheim p. 9 ff. 19. The Mill Street Synagogue, etc.: Dr. Pool, p. 4. 20. P. XXVII:177. 21. S. I:62, Note 2, measurements are given as 40 by 39½. 22. Ibid p. 6 note.
23. A photostat of the Newport Mercury of Dec. 5, 1763, is found in the Newport Historical Society. In the Diary of Stiles the same quotation occurs in a note by the editor, who quotes it from some unpublished papers of Stiles. (It may be noted that Stiles did not begin to write his Diary until 1769). The quotation as given in the note of the Diary, from where it has been quoted

by all writers, and accredited to the diarist, it will be noted, is preceded on every line by a quotation mark. This indicates clearly that Stiles copied it from elsewhere.

24. See note 23. 25. S. I:5. 26. Ibid p. 422. 27. The Life of Ezra Stiles: Abiel Holmes, p. 129 ff. 28. S. I:40, P. XXX. 29. S. I:379. 30. P. XXVII:156, 417. 31. S. II:29. 32. Ibid p. 131ff. 33. Ibid. 34. P. XXVII:156, 252, 418. 35. P. XXVII:252, XXI:209. 36. P. XXVII:156. 37. Ibid p. 418. The inscription on the monument, which reads Dec. 8th, 1783 is apparently a mistake, as the corresponding Hebrew date, which is observed annually by the Congregation Shearith Israel as a Memorial, and which is also found on the monument, corresponds to January 8th, 1784. 38. The Settlement of the Jews in North America: Judge Charles P. Daly, p. 31 note 32. 39. The Jews and Masonry, etc.: Openheim. 40. P. XII:108 ff. 41. note 34. 42. P. XXVII:429. 43. Ibid p. 417. 44. P. XXVII:434 ff. 45. The Mill Street Synagogue, etc.: Dr. Pool p. 60. 46. P. XXVII:100. 47. Ibid. 48. Ibid p. 103. 49. P. XXI:166.
50. P. XXVII:425. 51. Ibid 426. 52. Life of American Merchants, Vol. II, Judah Touro: Alexander Walker p. 447.
53. Publication Louisiana Historical Society.
54. Walker has it that New Orleans was in the possession of the Spanish.
55. Life of American Merchants Vol. II. Judah Touro: Alexander Walker p. 444.
56. Annals of the Redwood Library: George C. Mason, p. 166.
57. Judah Touro: Alexander Walker. 58 History of Bunker Hill Monument: Warren.
59. Ibid.
60. History of Rhode Island: Peterson p. 179.
61. Quoted in P. XXI:101. 62. City Document of Newport No. 3, 1854.
64. Original letter in Newport Historical Society vaults.
65. City Document No. 5, 1854.
66. P. XXVII:421.
67. The numerical value of the Hebrew letters in the phrase equals 583, standing for the minor notations of the Hebrew Calendar year 5583.

GIFTS TO THE MUSEUM

Shingle horse, used about 100 years ago.

Gift of John Maxwell.

Piece of wood from the keelson of U. S. Schooner
Tigress, built at Erie, Pa., unit of Commodore
Perry's Squadron in the Battle of Lake Erie.

Gift of C. H. J. Snider.

Silver medal given to Benjamin Downing, for saving
a man's life, 1850.

Gift of Paul Downing.

Doll, made and sold for the benefit of the Sanitary
Commissison during the Civil War.

Gift of Edward C. Knight, Jr.

BOOKS AND PAMPHLETS

GIFTS

Decorations—United States Army, 1862-1926.

Gift of War Department.

Lafayette-Marne Day, 1757-1777.

Gift of U. S. Military Academy.

Jan. 1935. Bulletin of the Fort Ticonderoga Museum.

From the Fort Ticonderoga Museum.

Memorial Services at 50th Anniversary of the laying
of the corner-stone of St. Columba's, The Berke-
ley Memorial Chapel.

New Bedford Libraries—Then and Now, by George
H. Tripp

EXCHANGES

The Electric Spark

From Dr. Bates Sanatorium

The mainstay

From the Seamen's Church Institute

Bulletin of the New York Public Library

From the New York Public Library

Proceedings of the New Jersey Historical Society,

Jan. 1935

From the New Jersey Historical Society

Bulletin of the New York Historical Society

From the New York Historical Society

Old-Time New England. Bulletin of the Society for
 The Preservation of New England Antiquities.
 Rhode Island Historical Society Collection, Jan. 1935
 From the Rhode Island Historical Society
 Chicago Historical Society Bulletin.
 From the Chicago Historical Society
 Magazine of History
 From the State Historical Society of Wisconsin
 Minnesota Historical Society Bulletin
 From the Minnesota Historical Society
 Redwood Library Booklist From the Redwood Library
 Michigan History Magazine
 From the Michigan Historical Commission
 17 vols. Publications and Proceedings of the Cam-
 bridge Historical Society.
 History of Cambridge, Mass., by Lucius R. Paige
 From the Cambridge Historical Society.

BOOK FUND

Historic House Museums, by Laurence V. Coleman.
 The Magazine Antiques.
 Simeon Ide and a Genealogy of the Ide Family, by L. W.
 Flanders and Edith F. Dunbar.
 Early American Jews, by Lee M. Friedman.
 Colonial Furniture of New England, by Irving W. Lyon.
 History of Plymouth Plantations, 1620-1647, 2 vols., by
 William Bradford.
 Roads and Road-Making in Colonial Connecticut.
 The Hartford Chest.
 Hitchcock Chairs.
 Settlement of Litchfield County.
 The Story of the War with the Pequots Re-Told.
 Early Clockmaking in Connecticut.
 Migrations from Connecticut prior to 1800.
 The New England Meeting House.
 Connecticut's Tercentenary; a retrospect of three cen-
 turies of self-government and steady habits.
 New England Quarterly, Dec., 1934.
 Sing, Old House, by Marion Nicholl Rawson.
 Dusk at the Grove, by Samuel Rogers.

REPORT OF THE WANTON-LYMAN-HAZARD HOUSE

The historic old "Wanton-Lyman-Hazard House"—the property of the Historical Society—was open in 1934 four days each week from July 1st to September 15th. During this time there were visitors from fourteen states outside Rhode Island and one from Rome. A club composed of the wives of Brown University Faculty members, were present on one afternoon. In September, Mrs. George Wilbourn was granted the use of the two front rooms for an exhibition of hooked rugs, and about 250 persons came to see them in one week.

The small addition which was built next to the old kitchen makes the facilities of running water available now in the house.

Several gifts of interest, which are much appreciated, were received during the summer. Recently seventeen very old R. I. pieces were presented by Mrs. Willard Kent, of Narragansett. These pieces were collected many years ago about the countryside of Narragansett by Mr. Willard Kent. The donor said she would like to add them to our equipment and to our care.

Thanks to the many gifts received the old house continues to grow more interesting each year.

EMMA V. GREENLAW,
Secretary House Committee.

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OF THE

Newport Historical Society

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Bulletins of the Society for sale at the Society's Room.

BULLETIN

OF THE

Newport Historical Society

Number ninety-five

NEWPORT, R. I.

July, 1935

GATHERING NEWS IN THE NINETIES

A PAPER WRITTEN AND READ

BY

LEANDER K. CARR

ANNUAL MEETING NUMBER

F89
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GATHERING NEWS IN THE NINETIES

The title of this paper is "Gathering News in the Nineties", but that is hardly more than a name. I gathered news in the eighties and I am still thus engaged though long ago I went over on the business side of journalism. But gathering news has a grip to it from which one can never gain release.

Gathering news is always an adventure; often, when there is opposition in the way, it is a battle upon which the news gatherer stakes his reputation and often his job. Indeed, the news gatherer must not suffer defeat. In his work no obstacle is recognized. Now and then he may experience a rebuff, but sooner or later he must prosecute his quest at all costs. He will not be conquered.

I am speaking not so much of the reporter, as you see him and know him, as I am of the correspondent at work for a great journal in the midst of famous men and women of such importance in world affairs as are those who came to this city for rest and recreation in the period upon which I would focus your attention. They were gay times with money so plentiful that it was really of no account. I wrote then for the New York Herald, Mr. James Gordon Bennett's plaything, and undoubtedly the greatest journal of its time. The Paris Herald and the London Times were members of the syndicate. Together they were a wonderful trio of newspapers. I served them for 15 years.

Just here I would like to suggest that if you know a young man who cannot seem to find himself, as it were, advise him to try newspaper work, but he must have unlimited endurance and a will to do. He must be polite to a high degree of urbanity. He must not let himself be deceived by what some person may tell him. He must learn the truth for himself. He must be well endowed with what here in New England is known as cheek, but he must have behind it a bearing and manner that are perfectly Chesterfieldian. This is the perfect newspaperman, but alas, there is none. However, one will succeed in his profession in such proportion as he can meet these qualifications.

I gathered news when Mr. Ward McAllister was on the crest of his wave of popularity. He granted me the great privilege of knowing him well. He passed his summers in a small cottage on LeRoy Avenue, 50 yards from Bellevue. Just inside his front door he had an office where he was to be found every morning from 9 until 10. I was often there at the stated hour to find him very cordial and willing to tell of his plans. He loved publicity and he knew how to obtain it. His picnics were the grandest social events of the time. He owned a small farm of comparatively little value, but he got a pretty penny for it from the Roman Catholic diocese of Rhode Island, and there they located St. Columba's cemetery. I never go there now but I seem to see again Ward McAllister in all the glory of his superb hospitality, surrounded by all the nabobs of the day.

But his picnics were really not his affairs after all. He would tell me about them in a very peculiar habit of speech like this:-

"Eg Winthrop will send a saddle of lamb, don' cha know, don cha see."

"Mrs. Astor's chef will garnish a salmon, don cha know, don cha see."

"Willie Vanderbilt will send the patty, don cha know, don cha see."

"The ices will come from the Gerry's, don cha know, don cha see," and so on.

When it came time to start for the farm, some one would invite Mr. McAllister to accompany him on his coach and so all that society's mentor of the time had provided for another of those picnics, details of which were cabled to every social center of the world, was a right to go on his farm. But he had lent his remarkable faculty and facility for organization and that was worth a great deal.

Mr. McAllister was an extremely handsome man. The last I saw of him his hair was yet almost black and quite lustrous. He wore it a little long and the locks curled slightly at the tips. His hirsute adornment was a luxuriant mustache and goatee. A portly man, he reminded me of a picture I had seen of one of the later Napolcons. Maybe the same suggestion came to him himself.

Of course you know the idea of the "four hundred" attributed to him even to this day, is the merest fallacy. Mrs.

Astor was about to dedicate a splendid new ballroom in her New York home and she asked Mr. McAllister to help her get up her list of invitations.

"How many will the room accomodate?" he asked.

"About four hundred," said Mrs. Astor.

He took her calling list and selected 400 persons and the world believed they were all there were whose blood was blue enough to gain for them admittance to this charmed and charming coterie. The fact was there were many persons living in New York, of high culture, distinguished lineage and social importance whom Mrs. Astor did not know and who, consequently, were not named among those who were taken to be the only men and women of standing sufficiently high to be regarded as quite fit for Mrs. Astor's grand ball. Mr. McAllister told me that the view that had been generally accepted of this matter was regarded by Mrs. Astor and himself as somewhat of a social calamity, but they did not see what they could do to correct the impression.

Late one lovely summer afternoon in the year 1898 I made the acquaintance of Rear Admiral, then Captain Robley D. Evans. The Spanish War had just closed and navy officers everywhere were seeking rest and repose. The distinguished captain, who had been in the thick of the battle of Santiago, had hung up his sword and had lost himself to everybody and everything when lo, a Philadelphia war correspondent stirred the world with a story that Captain Evans had given a very discreditable performance in the naval engagement and had fought his ship from the conning tower. So, the world at last had found him out; "Fighting Bob" was a coward. I was ordered by telegraph to see what he had to say about this charge, directions being given that he was cruising to Newport on the yacht of his friend, Mr. W. I. Ward. I found the craft and went aboard. I handed over my telegram; it was taken below and soon I heard some one clumping up the companionway. The captain was lame, as you know, he having been wounded in the bloody encounter at Fort Fisher in the Civil War.

Then two hands, brawny but nicely manicured, grasped the rail before me. Another step up and there was "Fighting Bob" himself.

"It's all true," he said. "I fought my ship from cover. That is what they made the conning tower for. You should

know, the navy does not want to loose a commander in the midst of a fight."

Here were a few words only, but they went directly to the point and stayed there. Don't they sound like such a man as you would picture Captain Evans to be? Well, the story I wired away restored him to his pedestal and he was "Fighting Bob" again. In later years I met him twice, and, while he never alluded to our earlier interview, there was a cordiality in his manner that seemed to indicate that he was glad he had fallen into kindly hands that summer afternoon when the world had all too suddenly changed their view of him.

I never could make out whether Mr. Harry Lehr was only acting and I never came across anyone who felt quite certain about it either way. If acting, he was a very wonderful low comedian with his gesticulations and his grimaces. As soon as I came upon him I felt quite sure he would be a great help to me in my work and I cultivated his acquaintance which continued on very pleasantly. One morning I was at my wits end to verify the rumor that the Duke of Roxborough had won Miss May Goelet, a dashing young woman with several millions already at her command. Correct information came to me through Mr. Lehr after I had been bold enough to ask the Duke himself and he had scowled at me and I had imagined my head being crushed under a buckthorn cane which he carried. Just arrived, he did not appreciate the American newspaper man's way.

But about Mr. Lehr and his clownish ways—I had to call on him late one afternoon. He appeared in the gallery of his hall in pajamas while on his shoulder was a lively little monkey with a bright red ribbon bow about his neck. The animal objected to this adornment and was about to tear it off when Mr. Lehr smote him mildly on the cheek. This quieted the simian if it did not pacify him. This monkey was a highly regarded member of the Lehr household. He was named for some distinguished Roman or Greek, I am sorry I cannot remember his calling. Mr. Lehr was clever and energetic. To that great social triumvirate, Mrs. Stuyvesant Fish, Mrs. Oliver H. P. Belmont and Mrs. Herman Oelrichs he was indispensable. He planned all their wonderful parties, selected their favors and led their cotil-

lions; almost as important in the social life of Newport for 10 years as was General Grant in the Civil War.

But then he married a woman of much wealth and became much less interesting, and soon but a memory. Mr. Lehr, one of the wisest and most successful of men in his way, was a wine salesman.

I read the other day that a person had been divorced and remarried in 11 hours, but I think Newport has the world's record for such a performance. I was in court one morning when Judge DuBois handed down a decree forever separating Mr. and Mrs. Arthur T. Kemp, the latter previously "Baby Bell" Neilson. A cab just outside the door had aroused my suspicion and when the judge and Newport's very thorough going attorney, Colonel Samuel R. Honey, entered the vehicle I decided to follow. The course lay to the home of Mrs. Kemp, at Fir and Catherine streets, where she was living with her mother, Mrs. Frederick Neilson, and where was also awaiting Mr. Hollis Hunnewell, who was to be made a husband again. It was a balmy June morning and the long windows were open. In front of one I sat so I could witness the marriage though I could not hear it. When in later years I have read of the remarkable speed with which some have been divorced and remarried, I have been very sorry I did not time this performance that morning as one might time a horse race. I am sure though it all was accomplished in less than 20 minutes and thus another world record had been credited or discredited to Newport just as you would like to think it.

Some of the most delightful memories of my life flood in upon me as I recall my acquaintance with Dr. Chauncey M. Depew. A near president of the United States, he was a very superior man. I was correspondent, while Dr. Depew was here, of the New York Herald, the Paris Herald and the London Times and often I had to see him. He seemed to have an appreciation of newspaper men with a fellow feeling for all who worked. The bicycle craze came on in 1900 and everyone went astride the wheel to business, to recreation and out to dine. Word reached New York that Dr. Depew had become a devotee of the wheel and I had not only to see him but to get his picture mounted.

We talked like this.

Mr. Carr speaks—"New York hears you are riding a bicycle, Doctor."

Dr. Depew, with mingled amusement and surprise—"No, Carr, I shall never be able to do it. I cannot even balance myself. I am so ashamed that I do not go out now at all."

Mr. Carr—"But the world wants your picture on a wheel."

The Doctor was visibly crestfallen, but he was soon smiling again as he bade me wait. He went in and in a few minutes appeared wearing a Norfolk jacket and an East Indian frame hat. Just then there came around the house a colored man trundling a very handsome bicycle. It was placed against the lower step upon which the doctor balanced himself. He threw a leg over, bent down across the handlebars and yelled "shoot." The picture, widely published, showed him seemingly dashing around the gravel path in great delight at the rate of about a mile a minute, when really he had not moved an inch.

With hundreds of others, Dr. Depew opposed the nomination of Frank Black for governor of New York. Black was named after a very bitter controversy and it was reported that Dr. Depew would bolt him. I was ordered to ask him about it. I sent in my telegram and he appeared all smiles. His reply came quickly. He said "Tell them that it is true I was opposed to Mr. Black, but as he has been nominated I have asked him what I can do to help him." Then suddenly he became enthusiastic and added "Tell them also, Carr, that Chauncey Depew always trains with the machine."

That was years ago, but I shall never forget this little colloquy. Whenever I come across one who is going to bolt his party or split his ticket I tell him the story how Chauncey Depew, broader and wiser than most any man you meet, always trained with the machine.

Gathering news is the most absorbing occupation there is. The scenes and the actors shift quickly as in a great play while enthusiasm runs rampant in the newspaperman's soul. He learns a little of Heaven and a good deal of Hell. Meanwhile he becomes sure the world is good if it is properly appreciated. He gets to be charitable and forgiving because he has learned early that there is no such thing as perfection. In fact, a newspaperman very soon finds that it is really true that nobody nor nothing is as good or as bad as it seems.

ANNUAL MEETING

The annual meeting was held on Tuesday, May 28, at four o'clock. The president, Dr. Stephen B. Luce, being in Europe, Mr. William R. Harvey, Second Vice President, presided.

The President's report was read by Mr. Harvey as follows:

REPORT OF THE PRESIDENT

Your President herewith submits his first report to the members for the first year of his incumbency.

It was indeed a great surprise to me to find, on my return from a short vacation trip to the West Indies, that I had in my absence been elected President of the Newport Historical Society. I deemed it an honor and a pleasure to accept, and to be so intimately associated with this organization, which has already done so much for Newport, and whose possibilities for future service are so infinite. I have tried, in the year in which I have held office, to make myself familiar with the workings of the Society; to sit humbly at the feet of the very efficient workers, whom we are privileged to have on our staff, and learn my job. It is not their fault if I have made mistakes. Nobody could have been kinder to me than they have been.

Your Directors have held regular meetings on the following dates: June 28, July 18, September 13, November 19, January 9, and March 13, as well as immediately preceding this meeting. In view of the new President, it was deemed proper to hold a meeting just as soon as possible after his election that the different Committees might be organized, and start to function. The other meetings transacted routine business. Let me say here how fortunate the Society is to have such an interested and faithful group on

the Board. Without their co-operation the Society could not function as it does. The sympathetic counsel of the members, individually and collectively has been of the greatest value to your new President, and I wish at this time to extend to them my most heartfelt thanks.

Meetings of the Society were held on August 20, November 19, and February 18. At this first meeting your President gave a talk about his Grandfather, the late Rear Admiral Stephen B. Luce, U. S. N., and his life in Newport. This inaugural address was most kindly received.

At our November meeting, Mrs. W. W. Covell continued her transcription of Military Events in Rhode Island, from the diary of a British Officer—a subject on which she had previously reported. This paper was scholarly, and well worthy of presentation. At our February meeting Mr. John Howard Benson gave a truly delightful talk on Colonial tombstones, replete with true artistic feeling. Applying the Morellian method of attribution to these stones, he gave us a new insight into the capacity of these early stone-cutters for producing true works of art.

We venture to believe that the financial condition of the Society has been vastly improved during the year. In the first place, the munificent legacy of \$10,000 from our former President, Dr. Terry, was received in August, and through the exertions of the Finance Committee, particularly your Treasurer, Mr. Livesey, has been soundly invested. Mr. Livesey then went over our portfolio of investments, and suggested certain changes, which have not only added materially to our income, but have also diversified our holdings, thus rendering them more secure. These changes have all been submitted to the Directors and approved by them; so that we hope that our income will be substantially better this year than last.

Your Library and Museum Committees have been functioning smoothly, and will submit their own reports.

In the death of Dr. Terry and Dr. Sherman it was necessary completely to reconstitute the Committee on Forts and Historic Sites. Your President appointed Mr. John Howard Benson and himself on this Committee, and several visits have been paid to the properties owned by the Society. Mr. Jonas Bergner is informally associated with us as

consultant. The properties remain in good condition. The only damage to be reported is the breaking of one of the arms of our windmill, in the heavy northeasterly gale of about December 27, 1934.

Three numbers of the BULLETIN have come out since your President took office, up to the date of writing of this report, Nos. 91, 92 and 93. No. 91, of April, 1934, was consecrated to the memory of our late President, Dr. Terry, and contained the resolutions drawn up concerning him by the various Societies in the city with which he was associated, and the obituaries in the press. An excellent photograph of our late leader, seated at his desk, headed the number. No. 92 contained Miss Jeanette H. Swasey's delightful paper on Rhode Island Almanacs, together with the paper on Admiral Luce, to which reference has already been made. No. 93 contained the paper read by Mrs. Covell at our November meeting. Another BULLETIN is now in press. The numbers mentioned above complete the year 1934.

Finally, a word of appreciation. Nobody could take the place of Dr. Terry as President. I know that you will feel as I do about this. His service was so devoted, so unselfish, and so true, that *we ne'er shall look upon his like again*. It devolves on his successors, of whom I am the unworthy first, merely to try to follow in his footsteps, and to hold the torch as high as we can, as we grope along after him. His memory will be ever green here, nor will his services be forgotten.

We rejoice to see our Secretary once more in sound health, after a long and aggravating illness. His absence was felt with great longing in the active work of the Society, and the happiness when he returned was correspondingly great. May he have many more years of health and strength to act as the Atlas of the Society, bearing its burden upon his capable shoulders!

It is a source of real regret to me that I cannot read this report in person, but I shall be in Corinth, Greece, when the Society meets. Only the pressure of my profession could keep me away. But as a last word let me renew my thanks to all the staff of the Society for their kindness to me and their efficient labors in behalf of the cause which means so much to us all; to the Directors, for their faithful attendance at the meetings, and their whole-hearted and loyal support;

and to the speakers at the meetings, whose researches have added so much to our pleasure during the year just past.

Respectfully submitted,

(signed) STEPHEN B. LUCE,

March 1, 1935 President, Newport Historical Society.

P. S. Your President wishes to add to his report, that in February he was appointed an Ex-Officio member of the Board of Managers of the Old State House in Newport, Inc., under a ruling made at a special meeting of the members of that corporation, by the terms of which the President of the Historical Society is always to be an Ex-Officio member of that Board. This appointment your President accepted with pleasure, feeling that each Society could benefit the other in many ways.

On March 13, your President was elected a Trustee of the Society for the Preservation of New England Antiquities in Boston for a term of three years. He feels that this honor conferred on him is entirely due to his position as President of the Newport Historical Society, otherwise he would not have been elected; and he is correspondingly grateful for this mark of recognition, not of himself but of the Society and its importance.

The Secretary read his report of the salient points in the history of the Society during the past year. The Assistant Treasurer read his report showing a balance in bank at the close of the fiscal year of \$652.34 and all bills paid. Mrs. Charles C. Gardner read the report on the condition of the Library, and announced her intention of resigning from the Chairmanship of the Library Committee. Mr. Peyton R. Hazard read a report on the Wanton-Lyman-Hazard House. Afterwards Mr. Hazard read the report of the Committee on Nominations, as follows:

PRESIDENT, DR. STEPHEN B. LUCE
FIRST VICE PRESIDENT, REV. STANLEY C. HUGHES
SECOND VICE PRESIDENT, WILLIAM R. HARVEY
CORRESPONDING SECRETARY, MAUD L. STEVENS
TREASURER, CHARLES E. LIVESEY
SECRETARY, LIBRARIAN AND ASSISTANT TREASURER
LLOYD M. MAYER
CURATOR OF COINS AND MEDALS, EDWIN P. ROBINSON

BOARD OF DIRECTORS

FOR THREE YEARS

MRS. PAUL FITZSIMONS	MRS. COVELL
MRS. SHERMAN	LEANDER K. CARR

FOR TWO YEARS

MRS. C. L. F. ROBINSON	MRS. BRADFORD NORMAN
JONAS BERGNER	WILLIAM H. VANDERBILT

FOR ONE YEAR

MRS. HAROLD BROWN	MISS RUTH B. FRANKLIN
PAULINE WEAVER	JOHN HOWARD BENSON

AUDITOR, JONAS BERGNER

The Secretary was requested to cast one ballot electing the Officers and Directors as nominated, and this was done.

Mr. Harvey then introduced Mr. Leander K. Carr, and Mr. Carr read his paper on GATHERING NEWS IN THE NINETIES.

The paper was one of exceptional interest, and at the close of the reading Mr. Carr was loudly applauded and given a rising vote of thanks.

Refreshments were then served in the Newspaper Room, Miss Agnes C. Storer presiding at the tea table.

REPORT OF THE WANTON-LYMAN-HAZARD HOUSE

The Wanton-Lyman-Hazard House, 17 Broadway, proposes, during the coming season, to offer an informal Loan Exhibition each Saturday afternoon. Season tickets admitting to the House at any time will be available at a cost of one dollar each and it is hoped that many of our members will be interested to aid our House in this way. Tickets may be obtained from the committee or at the office of this Society.

This Historic House Museum is, this year, uniting with five other similar Rhode Island institutions in issuing a joint folder illustrated with a map drawn by Mr. Norman Isham to indicate their relative positions; included are the Stephen Hopkins House in Providence, the Dean Berkeley House in Middletown, the Perry Birth-place and the Gilbert Stuart Birth-place in Narragansett and the South County Museum in Wickford.

REPORT OF THE MUSEUM COMMITTEE

Many objects of historic value have been added to our museum during the last year, and among these may be mentioned a number of different kinds of furniture and other household goods of a hundred years ago, and when all of it can be properly arranged for exhibition will become very valuable to the student of early American history. The standard of living in the early part of the 19th century was different from what it is in the machine age of today, and in early times everything had to be made by hand, doors, windows, clapboards, shingles, etc., and a shingle-horse used when shingles were made in the old-fashioned way has also been added to our museum and is very interesting to the builder of modern houses. Other tools used in the construction of Colonial houses will soon be added and a gradual re-arrangement of our exhibitions will be made.

Souvenirs, curiosities, family heirlooms and other things of very small historic value must not be too prominent; other things of more value to the seeker of information must be more conspicuous.

(signed) JONAS BERGNER.

GIFTS TO THE MUSEUM

- 1 book of old herb recipes of 1840
- 1 bone snuff coop
- 1 medicine bottle from R. J. Taylor's Drug Store.
- 2 salt spoons, made by Nichols.
- 10 teaspoons, made by Nichols.

Gifts of Miss Lillian S. Pearson.

Testimonial of Honor, 1869, to George Babcock, Jr.
Soldiers Memorial, Co. G. 4th Regiment, R. I. Volunteers,
with photograph of George W. Babcock.

Gifts of Mrs. LeBrun Rhinelander.

Book made from the mahogany of the pulpit of the North
Baptist Church.

Book believed to have been made from wood of the first
Liberty Tree.

Box of old matches. Gifts of Miss Nancy Brownell.
Banjo clock made by David Williams of Newport. From the
Estate of Miss Elizabeth Breese Smith.

GIFTS TO THE LIBRARY

Books and Pamphlets

The Eddy Family Association Bulletin. Gifts of The Eddy
Family Association.

Bulletin of the R. I. School of Design. Gift of the R. I. School
of Design.

Seventh Day Baptist Year Book, 1934. Gift of the American
Sabbath Tract Society.

Vistas from the stream, by Algernon S. Logan.

Gift of the National Publishing Company.

The Drusilla Arnold-Luckey Family genealogy, by Leonard
W. Arnold. Gift of the Rev. Leonard W. A. Luckey.

EXCHANGES

Quarterly bulletin of the New Bedford Free Public Library.

From the New Bedford Free Public Library.

The Electric Spark From Dr. Bates Sanatorium.

Proceedings of the American Antiquarian Society.

From the American Antiquarian Society.

Bulletin of the Connecticut Historical Society.

From the Connecticut Historical Society.

Bulletin of the Chicago Historical Society.

From the Chicago Historical Society.
Proceedings of the New Jersey Historical Society.

From the New Jersey Historical Society.
Bulletin of The New York Public Library.

From the New York Public Library.
Rhode Island Historical Society Collections, April, 1935.

From the Rhode Island Historical Society.
The Wisconsin Magazine of History.

From The State Historical Society of Wisconsin.
Minnesota History, March, 1935.

From The Minnesota Historical Society.
The New England Historical and Genealogical Register.

From the New England Historic Genealogical Society.

BOOK FUND

Rochambeau, by Jean-Edmond Weelen.

The New Haven Colony, by Isabel Macb. Calder.

The Bromley Genealogy, by Viola A. Bromley.

Old New England Inns, by Mary Caroline Crawford.

The Decendants of Thomas Durfee of Portsmouth, R. I., by
William F. Reed.

The New England Quarterly.

The Magazine Antiques.

The Ship Model Builder's Assistant, by Charles G. Davis.

Ships of the Past, by Charles G. Davis.

The Rigging of Ships in the days of the Spritsail Topmast,
1600—1700, by R. C. Anderson.

Shipmasters of Cape Cod, by Henry C. Kittredge.

BY-LAWS OF THE SOCIETY

Section 1. The name of this Society is the "Newport Historical Society."

OBJECT

Sec. 2. The object of this Society is to discover, procure and preserve whatever may relate to general history, especially to civil, literary and ecclesiastical history of the United States, the State of Rhode Island, more particularly of the City and County of Newport.

MEMBERSHIP

Sec. 3. The Society shall consist of annual, life, sustaining, subscribing, contributing and honorary members. Annual, sustaining, subscribing, contributing and life members may be elected at any meeting of the Society or Directors. Honorary members can be elected only by the Society. Any individual on payment at one time of fifty dollars, may be elected a life member, and shall thereafter, be exempt from all assessments or tax. Such other persons as may have rendered service may be elected life members, and be exempt from all assessments or tax. Each member shall have one vote.

OFFICERS

Sec. 4. The officers of the Society shall be elected at the annual meeting (or at an adjournment thereof), and shall hold their respective offices for one year, or until their successors are chosen, and shall be

A President, a First Vice President, a Second Vice President, a Third Vice President, a Treasurer, a Recording Secretary, a Librarian, a Corresponding Secretary, a Curator of Coins and Medals, and Board of Directors, consisting of the above officers and twelve others who shall be elected at the annual meeting, four for three years, four for two years, and four shall be elected each year thereafter.

Sec. 5. The annual meeting of the Society shall be held on the last Tuesday in May in each year, at which meeting a report shall be presented by the President in behalf of the Board of Directors, of all business which they have transacted during the preceeding year, and additional reports in full shall be presented by the Treasurer, Librarian, and Curator of Coins and Medals. The Society shall hold regular meetings on the third Monday in

August, November, and February, for literary exercises, the election of new members, and such other business as may be brought before it. Special meetings may be called at any time when deemed necessary by the President, or at the request of three members of the Society.

BOARD OF DIRECTORS

Sec. 6. The government of the Society shall be vested in the Board of Directors, who, shall have custody of all buildings, funds, securities, and collections belonging to the Society; shall fix salaries and have the general control and regulation of the affairs of the Society in the intervals between the annual meetings. They may elect annual and life members, (but not Honorary). They shall provide for regular literary and other exercises; and make the necessary arrangements for promoting the objects of the Society. They shall authorize the disbursements and expenditures of money in the Treasury, and make such investments as may be ordered by these By-laws and by the Society. They shall hold regular meetings at least once in two months. Special meetings may be called when deemed necessary by the President. They shall organize as soon after the annual meeting of the Society

as possible and appoint the following committees: a Committee on Finance, a Committee on the Library and Museum; a Committee on Buildings and Grounds; a Committee on Literary Exercises; a Committee on Publications; a Nominating Committee; a Committee on Increase of Membership; an Auditing Committee.

The President of the Society shall act as Chairman of the Board, and the Recording Secretary of the Society shall act as Clerk. They may make such rules and regulations for their own government and for the Society's Library and Museum as may be necessary, not inconsistent with these By-laws. Five members of the Board shall constitute a quorum for business.

Sec. 7. At the annual meeting the Society shall assess a tax upon each sustaining member of ten dollars, upon each annual member of two dollars, upon each subscribing member of five dollars, and upon each contributing member of twenty five dollars.

PERMANENT FUND

Sec. 8. All money received on account of life members shall be invested and placed to the credit of the Permanent Fund. Other sums may, from time to time, be added to this fund, the interest only of which

can be used for the general purposes of the Society.

QUORUM

Sec. 9. At all meetings of the Society five members shall constitute a quorum for the transaction of business.

PRESIDENT

Sec. 10. The President, or in his absence, one of the Vice-Presidents (or in their absence a chairman pro tempore) shall preside at all meetings of the Society, and shall have a casting vote. He shall preserve order, subject to an appeal, and at the annual meeting shall present a brief address relative to any of the subjects of the Society or suggestions for its welfare.

TREASURER

Sec. 11. The Treasurer shall receive the annual tax and other income of the Society. He shall be the custodian of all its funds and securities, and shall pay all bills against the Society when properly approved. He shall keep a true account of his receipts and payments, and present a report, in conjunction with the finance committee, at each meeting of the Directors and at the annual meeting of the Society shall present a detailed report for the year in writing.

RECORDING SECRETARY

Sec. 12. The Recording Secretary shall have charge of the seal, charter, by-laws, and records of the Society and act as Secretary to the Board of Directors, and shall keep a fair and accurate record of the proceedings of all meetings. He shall, under the direction of the President, give notice of the time of all meetings of the Society and Board of Directors, and shall prepare a list of such business as is brought to his attention before each meeting of the Directors.

CORRESPONDING SECRETARY

Sec. 13. The Corresponding Secretary shall promptly fill out and send to all members elected notices of their election, and shall conduct for the Society such correspondence as may be required of him by the President, Recording Secretary or Librarian.

LIBRARIAN

Sec. 14. The Librarian shall have the charge and superintendence of the Library and the collections of the Society, and the care and arrangement of the books, manuscripts, and other articles belonging to the Society. He shall expend in the purchase of books and other articles and for their safekeeping and preservation at the di-

rection of the Library Committee such sums of money as shall from time to time, be appropriated for that purpose. He shall present a report at each meeting of the Board of Directors and at the annual meeting a general report to the Society.

Sec. 15. It shall be the duty of each committee to report through its chairman at each meeting of the board of Directors. The Treasurer shall be, ex officio, a member of the Finance Committee, the Librarian of the Library Committee, and the President of the Committee on Literary Exercises.

Sec. 16. In case of any vacancy in the office of President, or of any Vice President, Secretary or Treasurer, or of any member of the Board of Direc-

tors or other officer, the vacancy may be filled by the Board of Directors, and the person elected to fill the vacancy, shall serve until the next annual meeting of the Society when the vacancy shall be filled.

Sec. 17. These BY-LAWS may be amended by a majority vote of those entitled to vote at any regular or special meeting of the Society, provided notice in writing of the proposed amendment has been given at a previous meeting, or they may be amended by the unanimous vote of the Board of Directors at any regular or special meeting, provided notice in writing of the proposed amendment has been given at any previous meeting of said Board.

Members of the Newport Historical Society

LIFE MEMBERS

American Jewish Historical Society	Lorillard, Louis L.
Auchincloss, Mrs. Hugh	McLean, Edward B.
Belmont, Perry	McLean, Mrs. Edward B.
Bergner, Jonas	Moriarty, George A., Jr.
Brown, Mrs. Harold	Norman, Mrs. Guy
Brownell, Ernest H.	Peck, Frederick S.
Connolly, Thomas B.	Phillips, N. Taylor
Dickinson, Walter F.	Powel, Thomas I. H.
FitzSimons, Mrs. Paul	Rhode Island Historical Society
Gammell, Mrs. Robert Ives	Sherman, Mrs. William Watts
Gammell, William	Smith, Miss Esther Morton
Goelet, Robert	Swan, Mrs. James A.
Grosvenor, Miss Rosa A.	Terry, Roderick, Jr.
Henin, B. L.	Tilley, Miss Edith May
Hunter, Mrs. William R.	Vernon, Mrs. J. Peace
James, Arthur Curtiss	Warren, George Henry
James, Mrs. Arthur Curtiss	Warren, Mrs. Whitney
Jamestown Historical Society	Webster, Hamilton Fish
Jennings, Miss Annie B.	Willets, Mrs. J. Macy
	Wood, Mrs. Henry B.

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Taylor, Mrs. Moses	Vanderbilt, Mrs. William H.

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Barger, Miss Edna	Eppley, Marion
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Hayden, Charles
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Hunter, Miss Anna F.
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Jennings, Oliver G.
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Morris, Mrs. Harrison S.

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Webster, Mrs. Hamilton Fish
Wiggin, Charles B.

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Ferry, Mrs. E. Hayward
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Hazard, Peyton R.
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Jacobs, Henry Barton
James, Mrs. Wortham

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Luce, Mrs. Stephen B.
Luce, Stephen B.
Maloney, Mrs. William J.
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McCormick, Mrs. Benjamin B.
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Peckham, Miss Antoinette
Phillips, Mrs. Townsend
Train, Mrs. Arthur
Varnum, Miss Amy
Wetmore, Miss Edith
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Williams, Charles P.
Williams, Mrs. Charles P.

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Bryer, Mrs. Louise L.
Bull, Mrs. Charles M.
Bull, Miss Phoebe
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Carr, Miss Pauline T.
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Cozzens, Mrs. J. Powel
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David, Nathan
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Downing, Miss Julia T.
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Easton, Fred W.

Easton, William J.
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Franklin, Miss Susan B.
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Hill, Miss Katherine L.
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Hubbert, Miss Frances
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Isham, Norman M.
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Jordan, Mrs. Beckwith

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 Josephson, Mrs. Joseph S.
 Joslin, Mrs. Royal K.
 Judge, Mrs. Cyril B.
 Kane, Theodore F.
 King, Frederick R.
 King, LeRoy
 King, Mrs. Peter
 Knox, Mrs. Albert
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 Koehne, Harry C. C.
 LaFarge, Miss Margaret
 LaFarge, Oliver H. P.
 Landers, Mrs. Albert C.
 Lee, William H.
 Lieber, Miss Mary
 Livesey, Charles E.
 Lorah, James R.
 Low, William G., Jr.
 MacLeod, William
 Manchester, Miss Katherine P.
 Marvin, Miss Elizabeth B.
 Mayer, Lloyd E. M.
 Mayer, Mrs. Lloyd M.
 Mendes, H. Pereira
 Mendes, Mrs. H. Pereira
 Merritt, George F.
 Minsenberger, Mrs. Henry
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 Murphy, Mrs. John, Jr.
 Naval War College
 Newton, Miss Emily
 Norman, Bradford
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 Petterson, Gustof L.
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 Robinson, Mrs. Edwin P.
 Robinson, Edwin P.
 Robson, Lloyd A.
 Ross, Miss Grace B.
 Russell, Charles H.
 Russell, Mrs. Charles H.
 Russo, Marco
 Sands, Mrs. Frederick
 Seabury, John C.
 Seabury, Mrs. T. Mumford, Jr.
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 Sherman, Mrs. B. B. H.
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 Sullivan, M. H.
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 Tallman, Mrs. Clifton L.
 Turner, Mrs. Andrew J.
 Underwood, Mrs. William J.
 Van Beuren, Mrs. Michael M.
 Vernon, Miss Anne B.
 Vernon, Miss Elizabeth H.
 Vose, Miss Lizette G.
 Walters, Mrs. Henry
 Ward, Miss A. Louise

Warren, Miss Emily Bream
Warren, George Henry, Jr.
Watts, Mrs. John S.
Weaver, Mrs. Charles B.
Weaver, Miss Dorman H.
Weaver, Miss Pauline K.
Webb, S. George
Wharton, Mrs. Joseph S. L.

Whitehouse, J. Norman de R.
Whitman, Charles S.
Williams, Miss Sarah
Williams, William
Wilson, Miss Marjorie
Wing, William Arthur
Wister, Miss Frances A.
Wright, Mrs. Sidney L., Jr.

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Chinn, Miss E. Bertha
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Kalkman, Mrs. Henry A.
Newton, Henry

Newton, Mrs. Henry
Peckham, Miss Etta M.
Peckham, Mrs. Frank L.
Perry, Howard B.
Sullivan, Mrs. Florence
Thurston, Mrs. Kate A.
Wilks, Mrs. Harry
Wilks, Harry

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OF THE

Newport Historical Society

For the year ending May, 1936

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SECOND VICE-PRESIDENT, WILLIAM R. HARVEY

CORRESPONDING SECRETARY, MAUD LYMAN STEVENS

TREASURER, CHARLES E. LIVESEY

SECRETARY, LIBRARIAN AND ASSISTANT TREASURER, LLOYD M. MAYER

CURATOR OF COINS AND MEDALS, EDWIN P. ROBINSON

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FOR THREE YEARS

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MRS. W. W. COVELL

LEANDER K. CARR

FOR TWO YEARS

MRS. C. L. F. ROBINSON

MRS. BRADFORD NORMAN

JONAS BERGNER

WILLIAM H. VANDERBILT

FOR ONE YEAR

MRS. HAROLD BROWN

MISS RUTH B. FRANKLIN

JOHN H. BENSON

MISS PAULINE K. WEAVER

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MISS EDITH MAY TILLEY

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THE TREASURER

WILLIAM H. VANDERBILT
THE PRESIDENT, *ex-officio*

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THE PRESIDENT

THE LIBRARIAN

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PEYTON R. HAZARD

COMMITTEE ON THE CARE OF FORTS AND HISTORIC SITES

THE PRESIDENT

JOHN H. BENSON

INCREASE OF MEMBERSHIP COMMITTEE

LEANDER K. CARR

AUDITOR

JONAS BERGNER

Bulletins of the Society for sale at the Society's Room.





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